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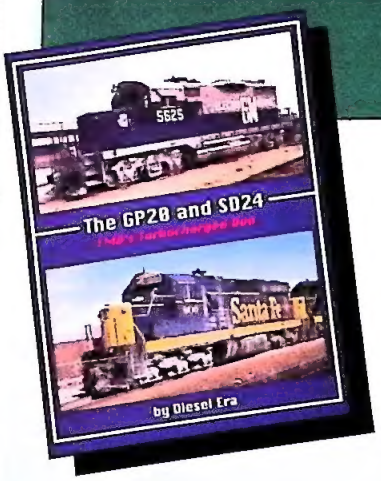

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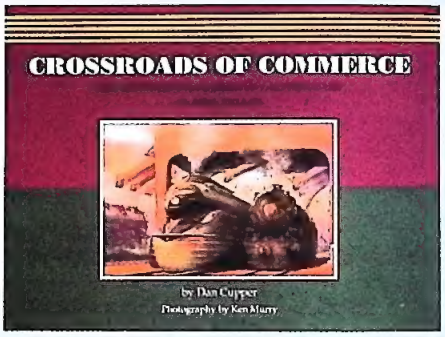
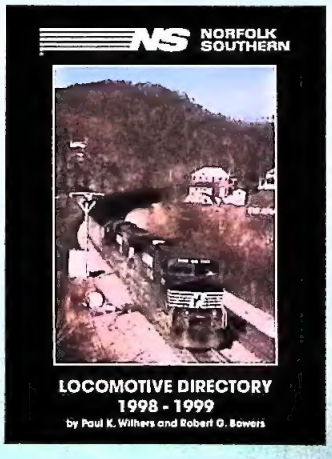
Withers Publishing is proud to announce that it is handling distribution of the remaining stock of the award-winning book Crossroads of Commerce: The Pennsylvania Railroad Calendar Art of Grif Teller, by author Dan Cupper. It is a winner of the prestigious Railway & Locomotive Historical Society book award. From K4, M1, S1, and J1 steam engines, to P5a and GG1 electrics, to Baldwin sharknoses and EMD E7 and E8 diesels, this book gives lavish full-page display to every one of the 33 calendar paintings used by the Pennsylvania Railroad to advertise itself from 1925 to 1958. The story of each painting subject is told through research, photographs and sketches, and interviews with Grif Teller and others. Also included are a biography of Teller (1899-1993), with the story of his second railroad-painting career, after he began to accept commissions to paint PRR scenes in the 1970s, 1980s, and 1990s.
Originally published at $69.50, now retailing at **$49.95 plus $5.00 p&h.**

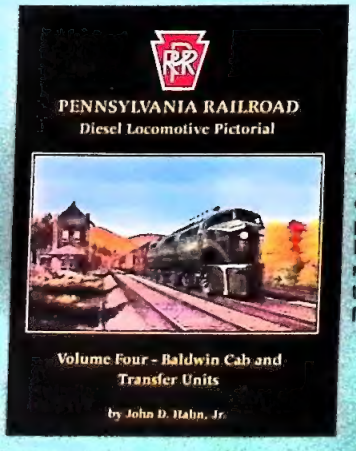


NORFOLK SOUTHERN LOCOMOTIVE DIRECTORY 1998-1999

112 pages • 100 photos • Unit-by-unit listing of every unit of the Norfolk Southern roster as of October 14, 1998 • Listing of Conrail units assigned to NS and renumbering plan • Convenient 6-inch by 9-inch size so you can carry it in the field

Norfolk Southern's motive power fleet is about to undergo a major change with the inclusion of a portion of Conrail's diversified fleet of locomotives. Fourteen new-to-NS models – EMD E8, GP15-1, SD45-2, GP40-2, SD38, SD60M, SD60I, SD80MAC, SW1001 and GE B23-7R, B40-8, C30-7A, C32-8, C40-8W – will be added, in addition to two new slug models. This listing of Norfolk Southern locomotives is current as of October 14, 1998, plus the Conrail units and their assigned NS numbers. The retirements section of this book lists the initial disposition of each unit retired between 1995 and 1998 and continues where our previous book, Norfolk Southern Motive Power Review 1982-1994, ended. Price **$14.95 plus $2.50 s&h.** A limited number of hardbound copies are available at **$20.00 plus $3.00 s&h.**





Pennsylvania Railroad Diesel Locomotive Pictorial Volume 4 - Baldwin Cab and Transfer Units

by John D. Hahn, Jr.

The fourth book in our continuing series on PRR diesel locomotives covers some of the more interesting units operated by this eastern carrier – Baldwin DR-12-8-3000 or Centipede models that were operated in two-unit, semi-permanently coupled 6,000-horsepower pairs; DR-6-4-2000s operated in 6,000-horsepower A-B-A sets and featuring a new carbody style based on the carrier's T1 4-4-4-4 Duplex steamer; a freight locomotive featuring this same unique sharknose design, the DR-4-4-1500 type and its successor, the RF-16 model; and a model that would mark the beginning of the end for Baldwin, double-engined RT-624 transfer units. This book covers all these locomotives in a 72-page book with more than 125 high-quality black-and-white photographs. The four-color laminated cover features an original painting, specially commissioned for this book. **Price $16.95 plus $2.50 p&h.**

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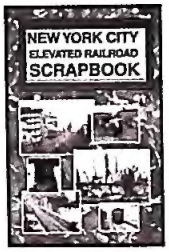

Tape No.139 "New York City Elevated R.R. Scrapbook" Featuring N.Y. City Elevated Railroads from the 1930's to the 1970's. The program does not attempt to tell a story nor identify locations. Just lots of great shots with "Big Band" background music.
1 Hour - Color - B&W - Music

Tape No.135 "PA TRACTION"" A look at many of PA's traction lines inc. Johnstown, Pittsburgh, Allentown, Scranton, Norristown, Lancaster and Philadelphia (1936 to 1965).

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Tape No.142 "Chicago Trolleys" Covers CTA operations between 1956 & 1958.
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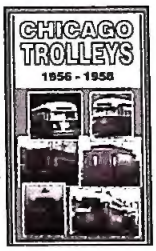

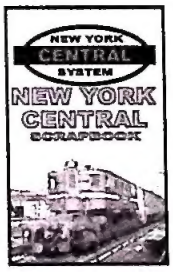

Tape No.140 "New York Central Scrapbook" Featuring the N.Y.C. From the 1930's to 1969. Lots of great shots with "Big Band" background music. The program ends with a N.Y.C. Produced movie titled "The Railroad Signal".

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on the cover

St.Lawrence & Atlantic-Quebec trains 393 and 394 are performing a late power exchange at Bromptonville, meeting a CN SD75I and SD40-2. The CN pair will turn back for Montreal while M420W 3516 will lead No.394 east over StL&A-Q's new property. Join George Pitarys on page 30 as he concludes his two part series on the Sherbrooke Subdivision. Photo by George Pitarys.

From the Publisher's Desk: Crossing Canada by Rail

Leaving Montreal's clean, modern terminal our Carstens Tour Group boarded VIA Train No. 61 for Toronto, a high-speed run equipped with modern, low-slung cars. Our power was VIA F40PH-2 No. 6403 and our first class car was roomy and comfortable as it whisked us along the CN route skirting Lake Ontario with stops at Kingston, Belleville and Guildford.

At Toronto we detrained and got our first look at Ontario's green and white GO Transit fleet of F59PH-2 3000 hp units and double-decked, cantilever style cars. Our Toronto stopover also enabled us to see some of the city's landmarks and do some railfanning along the busy CN mainline. Leaving Toronto, we boarded VIA Train No. 0001 the *Canadian*, an all-Budd, fluted, stainless steel train featuring four beautifully refurbished dome cars. During the day the observation dome car on the rear of the train was a favorite hangout for our group, whether in the upstairs dome or the observation lounge area. One night we slowed for a stop at Hornepayne, north of Sault Ste. Marie. Darkened buildings, electric lights, a few waiting autos and muffled voices brought back memories of train trips in years past.

The stop at Sioux Lookout, with its two-story depot and weathered station sign, gave us a chance to get off the train as the engines were serviced. On the point were two 3000 hp F40PH-2s. When we entered Canada's mountain area, a third F40 would be added.

A stop at Winnipeg provided another chance to detrain although it was requested passengers keep clear of the narrow platform busy with necessary service vehicles. (I did catch a westbound freight as we waited.)

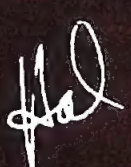
The next morning we arrived at Jasper where we would board a Brewster charter bus to our lodge and then take a trip to Lake Louise and Banff. At the Jasper station, surrounded by a wire fence, was CN 4-8-2 No. 6015 missing its feedwater heater. We were also able to snap the eastbound *Canadian*.

A side trip to the Jasper Tramway provided a fantastic view of the mountains and Yellowhead Pass, Jasper far below and the railroad line and yards. Reboarding our Brewster bus we headed north to Banff with stops at Maligne Canyon and Athabasca Falls before stopping at the CPR Hotel in Banff for the night. At the Banff Station was a one car CPR Special with SD40-2 No.5954 and a gorgeous heavy-weight, arch-roof, open observation car *Mount Stephen*. This was presumably for large shippers enjoying a day on the greens. Moraine Curve provided a shot of the *Rocky Mountaineer* and at Spiral Tunnel we caught a work train picking up lengths of used ribbon rail. We also had time to shoot a few eastbound grain trains at Banff Station.

Returning to Jasper we stopped at Peyto Glacier and rode a bus out onto the Columbia Icefield. Back at Jasper we caught an eastbound CN freight and our westbound *Canadian*. Snacks and wine awaited us in the rear lounge car as we settled in for the final leg of our journey to Vancouver. Here, one of our group members, Reggie Tourie, waxed sentimental, reminding us that the *Canadian* which we were riding was the last grand train in North America. In fact, no comparable American trains ever ran coast to coast without change of trains in Chicago or several other points.

The next morning we arrived at Vancouver, spotting a VIA RDC car along with other VIA power and lots of Burlington Northern & Santa Fe power in the old green BN livery. While at the station we visited the BC Rail shops for a look at *Royal Hudson* No. 2860, which is currently undergoing restoration. We also saw BC Rail's newest tenent, Canadian Pacific 4-6-4 No. 2816. Outshopped by Montreal in 1930 the handsome Hudson had arrived only three days earlier from Steamtown in Scranton.

That night we dined on BC Rail's Dinner Train, enjoying a fabulous salmon dinner, before heading back home by air the next morning. On the dinner train most of the group started singing which provided much comic relief and laughing by the other passengers. The conductor, enjoying the concert, turned on his radio and the music was broadcast system wide on BC Rail. It was quite an enjoyable experience but it left me wondering — will they ever let us back?



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The Day I Met
SALUDA

by
Robert A. LaM

SALUDA GRADE
The steepest standard gauge mainline railway grade in the U.S. Opened in 1878: three mi. long. Crests here.
8936
8936
8936

*EASTBOUND NORFOLK SOUTHERN TRAIN No.530 with Dash 9-40CW 8936 leading approaches the crest of North Carolina's Saluda Grade. The train will pause here se the retainers can be set on the hopper cars. Ahead is three miles of steep mountain railroad. Several minutes later, the train is approaching the bottom of the hill at Melrose **(opposite)**, where a crewman waits to help return the retainers to their normal position. The train makes the downhill run with helpers on the rear **(below)** to assist with braking.*

SALUDA! The three mile stretch of track between Saluda and Melrose, North Carolina, has always held a fascination for me. In my mind, I ranked it high on the list with other classic "Railroad Wonders of the World" along with Horseshoe Curve, Sand Patch Grade and Tehachapi Loop. But like many photographers, Saluda's two or three trains a day didn't draw me trackside like Horseshoe's 60 trains. Nonetheless, the tracks over Saluda Mountain traverse the steepest main line grade in the country. And the day I met Saluda, I left not disappointed.

Saluda Grade is on one of the many lines which emanate from the City of Asheville in western North Carolina. This particular line is just over 67 miles in length and is known as the Asheville-Spartanburg Line of the former Southern Railway, now operated by Norfolk Southern. Approximately 32 miles east of Asheville lies the formidable grade that goes over Saluda Mountain.

If you're like me and finally get the urge to see Saluda first-hand, here's a quick look around the hill. In the town of Saluda is the Greenville Road grade crossing (Milepost 32.0) where the tracks going east fall rapidly away from sight — in fact, they appear to fall off the edge of the earth! Heading east to East Switch (aproximately MP 32.5) the grade is 4.4% and continues at this percentage to milepost 33.0. At Sand Cut (MP 33.6) the grade eases to 3.0% and quickly returns to 4.4% through MP 34.0. The steepest part of the grade occurs within the "Timing Zone" (MP 32.4-MP 34.55) which ranges from 5.0% to 4.6%. The grade levels to 1.8% at Melrose, North Carolina. That's one pretty hefty grade to come down with a heavy tonnage coal train.

My wife Barbara and I had the opportunity to visit our son, Greg and his wife Jane who reside in Hendersonville, approximately twelve miles east of Asheville. The view from his backyard affords a beautiful view of the Blue Ridge Mountains and the valley below. Any train that traverses the A&S Line can be heard and seen working through the valley.

We arrived in Hendersonville on Sunday, March 29, 1998. Later that day Greg and I made our first visit to Saluda. The primary reason for the visit was to check sun angles, to investigate local roads and scout photo locations. The town of Saluda sits at the top of the grade and from this point the tracks literally drop down to Melrose

Below and opposite: Robert A. LaMay / Above: Greg LaMay

PASSING THROUGH SLAUGHERHOUSE CURVE, *train No.590 continues down Saluda Grade on March 30, 1998. Later that day, train No.591 with Dash 9-40CW 9138 leading crests the grade on the uphill climb into Saluda* ***(below)****. The picnic table provides a good place for a quick lunch while trains are being prepared for the downhill run.*

three miles to the east.

Upon our arrival late in the day we quickly checked locations in downtown Saluda, then we headed east via Pearson Falls road. This paved road, which turns to dirt, pretty much follows the railroad. Just over a mile from Saluda the road passes beneath the grade at place called Sand Cut. Prior to entering the one lane tunnel there's a steep access road that gets you to track level. (Note — cars with low clearances and non-four-wheel-drive should use caution.) Looking west from the top of the hill there is a signal and looking east the grade drops away around a curve as it passes through Sand Cut. At this point the grade is 3.0%. Continuing east on Pearson Falls Road the tracks are visible through the trees most of the way. After walking around the area and checking photo angles we headed back to Hendersonville. As we drove I mentioned to Greg it would be a perfect day if we could photograph an eastbound in the morning and a westbound in the afternoon.

Monday morning we awoke to a beautiful Kodachrome blue sky morning. As we ate breakfast I heard an eastbound approaching Hendersonville. I bounded out the backdoor to see the train as it headed east. Lo and behold it was loaded unit coal train No.590 with a pair of big GE Dash 9-40CW's and a second pair on the rear. We gulped down our breakfast and we were off and running. I wasn't too concerned about the train getting to Saluda before we arrived, since all eastbounds had to stop in Saluda to set retainers before proceeding down the hill.

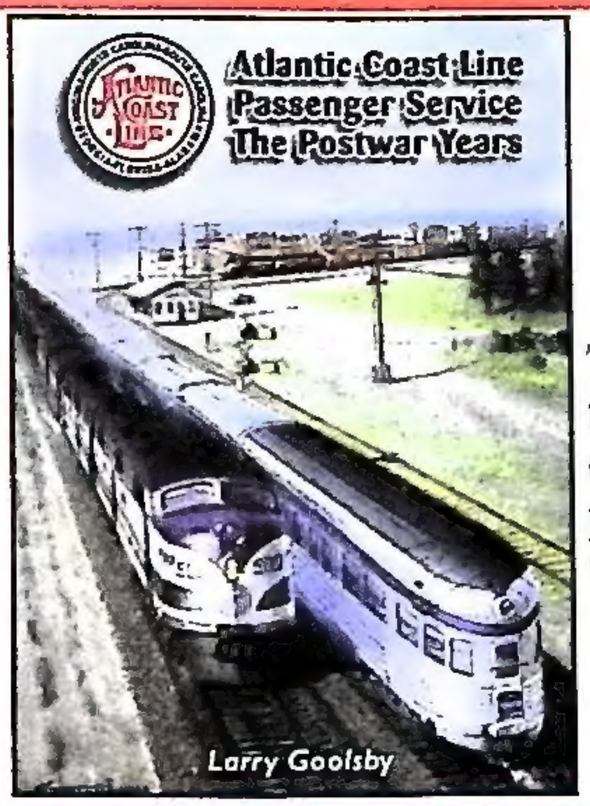
Driving east on I-26, we got off at the Route 176 exit and proceeded towards Saluda. Just as I figured, we arrived with a lot of time to spare. This idle time gave me a chance to confirm last minute checks of camera equipment. I normally shoot with two cameras, so I gave one camera to Greg so he, too, could experience the world of railfan photography. After a few last minute instructions he was ready for action.

By now we could hear No.590 blowing for local crossings just west of town. Once the train got clearance, it came into town and made the required stop at Stop Board No.2 to prepare for its trip down the mountain. At this point Greg and I decided to head for Melrose, since there were no other easily accessible locations to photograph the train.

We got to Melrose and positioned ourselves to get photos as the train came down the grade. We heard the

Two photos: Robert A. LaMay

New For Spring 1999



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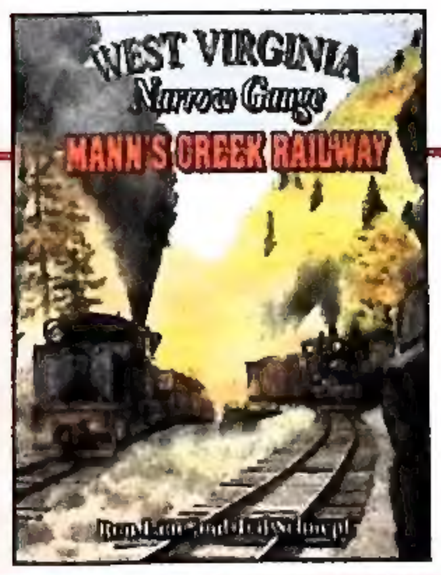

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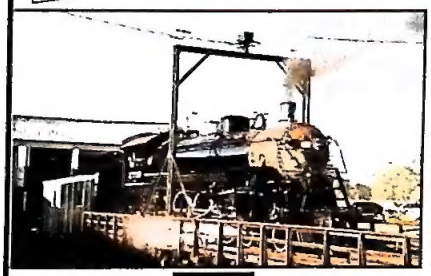

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train sometime before it came into view, but soon we saw the lead two NS units the with it heavy loads of coal trailing behind. No.590 came down the grade at a snails pace, and by the time the locomotives reached the bottom of the grade the automatically-timed switch moved from the runaway track to the main line. Had the train come down at an unsafe speed, the switch would not have thrown in time, sending the train onto the surprisingly short runaway track. The train stopped and a couple of crew members climbed down off the locomotives. The train then proceeded until the rear pair of GE's came into view and stopped at the bottom of the grade. The two crew members proceeded to walk the length of the train to return retainers to their normal position. Once this was done the train continued east. The morning was off to a good start, with more to come.

While the train was stopped I had a chance to talk to a crew member and was told once they got to Spartanburg, South Carolina, another train was due to come west. This would be about three hours after the eastbound has left Melrose, so I figured that 2:00 p.m. would be a good time to return to Saluda. Greg and I headed back to Hendersonville to meet our wives and have lunch. The afternoon trip I would make alone since Greg had some other commitments to take care of.

I headed back to Saluda later that afternoon and arrived just as a pair of big GE's brought the first ten cars of a 26-car woodchip train up the grade. This was train No.591 which moved along the passing siding and parked the loaded cars just west of town. I positioned myself at one of my previously selected spots to photograph the light power coming into town. The locomotives passed by me and stopped just east of the Greenville Road grade crossing at Stop Board No.1. I got a couple quick shots here before the power headed down the mountain. My scanner kept me informed of No.591's movements, and about 20 minutes later I heard the train coming up the mountain with a second set of ten cars of wood chips. The train went by and took the cars to join the first brought up earlier.

For the third trip I decided to head for Melrose. Here I saw the power coming down the mountain and coupling up to its final six cars of woodchips. Once the train started up the mountain I headed back to Saluda. From an overpass in town I got train 591 cresting the grade, finishing very memorable day.

You can usually count on a couple of trains in daylight on Saluda and uphill trains almost always double or triple the hill. A day on Saluda can be every bit as dramatic as any main line in the country. Give it a try!

FANMAIL

Sherbrooke's Subdivisions

"Sherbrooke's Subdivisions" by George Pitarys in the February 1999 RAILFAN & RAILROAD was a great read for me. My grandfather Taylor (as well as many other relatives) was a Canadian Pacific man for many years, first in Brownville Junction, Maine, and later, until his retirement, in Farnham, Quebec. For many years back in the 1930s I would be shipped off to spend summers with my grandparents so I got to know that area well, often from the cab of an engine. Ten-Wheelers in the 900, 1000 and 1100 series are still among my favorites. Since my own retirement I live in northern Vermont near the border, and I still sometimes tour that area.

S.B. (MONTY) MONAHAN
Hyde Park, Vt.

Nickel Plate 587's years of service

Thanks for running my two shots of Nickel Plate 587 and her caboose in the January '99 issue, and for returning the slides so promptly. It looks like a gremlin crept into the caption, though, where mention is made of the 587's "decades" of excursion service — it should be "decade." In fact, the NKPHTS Convention trips marked the tenth anniversary — just about to the day — of the Mikado's first trip as a restored excursion engine.

KEVIN HOLLAND
via the Internet

Freight for 587

You stated in RAILNEWS in the January 1999 R&R that NKP Mikado 587 pulled a freight consist for the first time on September 19, 1998. On June 28, 1991, however, 587 pulled a five-car freight consist on the Conrail Belt Line in Indianapolis. The train, which was mainly loaded lumber flats, was running northbound for connection in the 25th Street Yard with the former NKP line (now operated by the Indiana Transportation Museum) through Noblesville to Tipton. The 587 was headed for the connection with the Norfolk Southern main at Tipton, then to Frankfort, where it pulled a passenger excursion on Norfolk Southern to Muncie and return on June 29 and 30, 1991.

DON WEISS
Indianapolis, Ind.

Along the D&H

I enjoyed reading about Hal Carstens' trip through the Hudson and Champlain Valleys enroute to British Columbia in the January '99 R&R. Having lived my entire life in the Champlain Valley, I regret that the trip along Lake Champlain through the Willsboro Rocks and the few tunnels along the former Delaware & Hudson main line was not as memorable as it has been to many who made the trip so many years ago. Presidents and sports stars were among those who first traveled the route to escape the east coast city summers — even the King of England traveled this route — and most commented on the beauty of the lake and the route of the D&H. Currently, having been reborn St. Lawrence & Hudson by its new parent Canadian Pacific Railway, the route still remains the same.

At one time in history, most of the iron used in the manufacture of our tools and weapons came over the D&H from the mines in the Adirondack Mountains. Two busy railroads of the early half of the 20th century crossed at Rouses Point, the D&H and the Rutland, linking east, west, north and south. Also in Rouses Point were Canadian National, Grand Trunk and the relatively unknown Naperville Junction Railroad. Rouses Point was one of the most diverse rail hubs of the northeastern U.S. and southeastern Canada.

I would like to make a couple of minor clarifications to your fine story. First, your Canada customs crossing was misspelled as "Qantic" — I am sure that you meant Cantic, Quebec, and the museum you visited in Canada was located in Delson, Quebec. I have visited it several times in the past.

One more item from this issue that was in error was in RAILNEWS and discussed the fate of NYS&W No.4006. The item stated that Canadian Pacific train 552-23, derailed at a washout at milepost 150 in Rockland, New York, on June 26, 1998. The actual site of the washout was some 30 miles south of my home, in a small rail stop called Port Kent, not Rockland. The deluge of rain washed out several hundred feet of roadbed and left the rails high and dry. The first engine made it past the washout, but the second unit, the 4006, and several cars of assorted freight (including a load of Canadian whiskey) didn't. They rolled, or perhaps slid, down 200 to 300 feet and landed in the water of the very lake you had passed on your way to Rouses Point. The 4006 began to leak diesel fuel and had to be cared for in the water, while the various freight vehicles held together. The washout closed the line for almost a month, cost over $4 million for repairs for CPR, caused a lot of aggravation to Amtrak riders on the route and generated a lot of interest by locals in the area. Luckily, there were no injuries to the crew, but repairs were difficult in that cranes from the south and north had to be called out to recover the cars, and the 4006. Reports stated the washout was caused by runoff from a fierce rainstorm, and a failure of a beaver dam along the way added to the water flow. Those pesky beavers!

I enjoy your magazine and miss the old days of smoke and steam. I grew up in Rouses Point, and the railroad is a fond memory! Thank you for visiting my part of the world, and I do hope your trip on the D&H was a good memory, and that the view to the east from your coach over our lake was pleasant!

BOB BERGEVIN
Plattsburgh, N.Y.

Outside flanges on the B&O?

Alexander D. Mitchell IV's article on the unearthing of the 1830s-era track bed at President Street Station in Baltimore (R&R August 1998) seems to have stirred a lot of interest in the dawn of American railroading — the latest being A.L.R. Merrifield's letter (FANMAIL, February 1999). This is certainly

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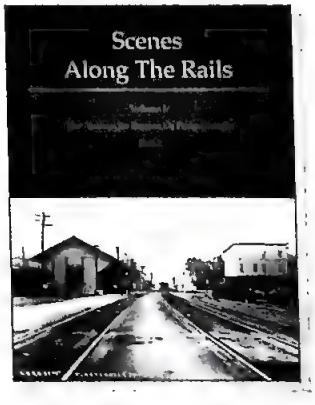

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an understudied subject, and any new discoveries add to our meager knowledge. But sadly, at the same time it may be necessary to correct some seeming misinterpretations before they multiply and spread.

First off, the odd piece of bar iron, or strap rail, found at President Street Station did *not* indicate that the railroad used outside flanges, as Mitchell implied. It was clear from careful examination of the wood track stringer that the running rail was attached to the inside edge of the stringer, and thus was designed for conventional inside flanges. There was no indication that the short pieces of bar iron on the outside edge was part of a continuous running rail. Why it was placed there is admittedly still a mystery.

Second, Mr. Merrifield's letter mentions that the Baltimore & Ohio originally used outside flanges. I'm not familiar with his source for this, but there is no evidence that the B&O ever did so. This may have been a fleeting fancy during the planning stage, but by all the archeological evidence the railroad's actual track built in the 1829-'30 period was designed for inside flanges. Outside flanges may not have even been a fancy, however; an unbuilt locomotive design patented in 1828 by William Howard, one of the B&O's original engineers, showed a locomotive with inside flanges.

Mr. Merrifield also gives too much credit to Ross Winans for such things as adopting inside flanges and what became standard gauge. Winans was indeed a creative (albeit not always successful) mechanical designer, but he was no Moses who returned from Britain bearing Revealed Truth. He was only one of several Americans studying English railroads at the time, and was far from the first. In fact, he was preceded there by three of the B&O's senior engineers — Jonathan Knight, William Gibbs McNeill and George Washington Whistler — who spent several months with the Stephensons.

Any serious student of the early B&O should read James Dilts's *The Great Road* (Stanford University Press, 1993), which covers the railroad's original planning and construction in extensive, well-documented detail.

HERBERT H. HARWOOD, JR.
Baltimore, Md.

Industrial outside flanges

Commenting on A.L.R. Merrifield's letter concerning outside flanges in the February 1999 R&R, I can sight another example of outside flange rail operation. In May 1942 I began working for the Crucible Steel Company's Harrison, New Jersey, works and encountered the remainder of an in-plant narrow gauge system. It was then being removed and replaced by a new narrow gauge inside flange railroad. The old switches for the previous line were obviously made for outside flanges. Unfortunately, I did not make any inquiries about the history of the old line, but I suspect it may date back to World War I, since this steel mill had been a munitions plant at that time. The new system used small four-wheel diesel locomotives. On one occasion I drove one of them. The drive was like a truck with a gear shift, a foot clutch, a foot brake and a hand throttle. Operating speeds were four to five miles per hour and the sturdy, all-steel flat cars had no brakes.

CLINTON R. DODD
Chatham, N.J.

TIMETABLE

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RAILFAN EVENTS

STOCKTON, CALIFORNIA, March 13. *Winterail '99* Railroad Photography Exposition & Railroadiana Show & Sale at the Scottish Rite Masonic Center. Multi-media slide shows include *the Milwaukee Road* by Don Hunter, *Favorite Railroad Stories* by Bob Larson, *Central California Traction* by Dave Stanley, *Oroville Dam Railroad* by Kent Stephens and *Dreaming of Trains* by Leslie Wood. Tickets $20 from Vic Neves — *Winterail '99,* P.O. Box 23721, Oakland, CA 94623-0721.

WEST CHESTER, PENNSYLVANIA, March 20. Photographers' Special over the West Chester Railroad featuring Alco power. Numerous photo stops, after-dinner night photo session. Trip departs West Chester 12:30pm. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; Information phone 973/383-3355 (9am-6pm).

BOSTON, MASSACHUSETTS, March 26-28. *Cherry Blossom Special* will operate to Washington, D.C. via Amtrak's *Twilight Shoreliner* on Friday evening. Explore museums, see the Japanese Cherry Trees along the Potomac. Fares start at $300 coach class. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

WHIPPANY, NEW JERSEY, March 27-28 and April 3. *Easter Bunny Express* at the Whippany Railway Museum. Trains depart on the hour from noon-4pm. Fare $7. kids under 12 $4, babes-in-arms free. Reservations strongly recommended (no advance sales on any noon trip) from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

GREAT SLAVE LAKE RAIL TOUR will run April 2-11 to Canada's northern-most standard gauge rail point in Northwest Territories sponsored by Pacific Locomotive Association and Pacific Coast Chapter R&LHS. Trip departs San Francisco for flight to Vancouver, BC. Private cars travel behind VIA's Canadian through Jasper to Edmonton, then PV's only to Hay River. Fares start at $2975, Amtrak package from San Francisco available. For more information contact Henry Luna at 925/945-8938 weekdays.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *www.pa-trolley.org*) will be holding the following special events. Admission is $6 adults, $5 seniors 65 and over, $3.50 children 2-15, kids under 2 free (except as noted). All events include trolley rides, displays, guided tours and more.

April 3, Easter Bunny Trolley (kids fare $4).
June 26-27, Trolley Fair.
July 24-25, Old Pittsburgh Days featuring vintage Pittsburgh trolleys.
August 14-21, take the trolley to the Washington County Fair.

ALASKA BY RAIL will run April 7-18 featuring trips on the White Pass & Yukon Route and the Alaska Railroad. Trip originates in Juneau with air option from Seattle and Los Angeles. Highlights include following a rotary snowplow on the WP&YR and private train on the ARR. Prices start at $2345 per person. For more information contact Rolland Graham, Mountain Outin' Tours, Inc., P.O. Box 70, East Irvine, CA 92650; 800/844-3985.

MADISON, NEW JERSEY, April 10. 9th Annual Symposium sponsored by the Friends of the New Jersey Railroad & Transportation Museum at Drew University, 9am-5pm. Theme of "It's Now or Never for the Heritage Center" with presentations on New Jersey railroads, buses, trucks, canals, trolleys and ferries. Admission $35 (includes one year membership in Friends; $20 for current members) includes lunch and light refreshments. Information from Captain Bill McKelvey, Coordinator, 103 Dogwood Lane, Berkeley Heights, NJ 07922; 908/464-9335.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following trips. Write for a free catalog.

April 10, San Diego & Arizona Eastern spectacular.
April 17, San Diego & Arizona Eastern railfan day.
April 24, Sacramento River & Rail Steam Spectacular with Yolo Shortline Railroad and steamboat.
May 1-2, Wisconsin & Southern Rail Cruise from Madison to Prairie du Chien.
May 15-30, North American Railfan Spectacular visiting Simpson Timber railroad, Stevens and Kicking Horse Passes, Cariboo steam excursion, RDC's on BC Rail, *Spirit of Washington Dinner Train, Rocky Mountaineer* and the *Canadian.*
May 22-24, *Cariboo Steam Special* from North Vancouver to Kelly Lake, B.C., behind BC Rail 2-8-0 3716.

BOSTON, MASSACHUSETTS, April 16-15. Trip to Chicago via Amtrak's *Lake Shore Limited.* Seven nights at the same Intown Chicago hotel, explore the Loop, waterways and railroads. Fares start at $1400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

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ORRVILLE, OHIO, April 17-18. Rare mileage overnight special to Connellsville, Pa., over the Wheeling & Lake Erie Railway. Fare $159 per person includes coach ticket and deluxe motel (double-occupancy) in Pittsburgh. Tickets or information from Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

WISCONSIN & SOUTHERN RAILROAD is planning the following excursions in Wisconsin using the matched *Northern Pride* streamliner consist. For further information contact the Wisconsin & Southern Railroad, Passenger Department RF, 5300 North 33rd Street, Milwaukee, WI 53209-0229; 414/438-8820 ext. 221.
April 22-25, Depot Days of Green County at Brodhead.
May 8-9, Madison to Prairie du Chien for Trains Unlimited, Tours.
May 14, Milwaukee to Horicon for WISE Division NMRA.
June 12, Neighborhood Appreciation Day at Markesan.
June 19-20, Depot Days at Edgarton.
July 2-5, Baraboo to Milwaukee for Great Circus Train.

MONTICELLO, ILLINOIS, April 24-25. The Monticello Railway Museum will operate photographers' trains featuring Wabash F7A 1189 on a freight, CNR FPA 6789 on a passenger train. Different photo opportunities each day, activities begin at 8:30am. Tickets $50 per day from Monticello Railway Museum, P.O. Box 401, Monticello, IL 61852; 217/762-9011.

BALTIMORE & OHIO RAILROAD MUSEUM (901 West Pratt Street, Baltimore, MD 21223-2699; 410/752-2388; *www.borail.org*) is holding the following special events. Contact the museum for details.
April 24-25, Live Steam Weekend featuring the *Tom Thumb, Lafayette* and *William Mason.*
May 22, excursion to Williamsburg, Va.
July 21-25, A Day Out with *Thomas the Tank Engine.*

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733) will hold the following special events. Contact the railroad for complete details.
May 8, Dedication of Freight Yard Museum.
June 25 and July 30, Mountains by Moonlight night train.
August 27-30, Railfest '99 with moonlight train, Galloping Goose excursions, more.

CASS, WEST VIRGINIA, May 15-16. Photo charter on the Cass Scenic Railroad with a log train (no tourist cars) each day. Locomotives will be lettered for Mower Lumber. Saturday trip runs over the former Western Maryland to "Big Cut" and Beaver Creek, Sunday's trip goes to Bald Knob, night photo session Saturday. Numerous photo runbys, trip capacity limited to 80 participants. Weekend fare $165 adults, $150 kids 5-12, optional lunches and dinners available. Tickets can be ordered from Photo Special, c/o Carl Franz, 4704 Aspen Hill Road, Rockville, MD 20853; 310/942-6197.

RAILROADERS MEMORIAL MUSEUM (1300 Ninth Avenue, Altoona, PA 16602; 814/946-0834) will host the following special events. Contact the museum for details.
May 15-16, Horn & Whistle Festival.
June 1, Circus Day with Ringling Brothers and Barnum & Bailey Circus Train scheduled to traverse Horseshoe Curve.

CASS, WEST VIRGINIA, May 21-23. Cass Railfan Weekend sponsored by the Mountain State Railroad & Logging Historical Association. Trips on the West Virginia Central to Spruce and down Shaver's Fork of Cheat River, second trip to Bald Knob. Night photos, programs, hot lunches and more. For information contact Cass Railfan Weekend, P.O. Box 107, Cass, WV 24927; 800/CALL WVA.

HUNTSVILLE, ALABAMA, May 21-23. Annual meeting of Southern Railway Historical Association, Inc., with tours of Huntsville International Indermodal Center and Redstone Model Railroad Club. Yard and line tours, banquet at Huntsville depot, visit to North Alabama Railroad Museum, more. For registration and information contact SRHA, Inc., P.O. Box 33, Spencer, NC 28159.

CHESTER, MASSACHUSETTS, May 22. Chester On Track sponsored by the Chester Foundation, featuring vintage rolling stock, Amtrak and Conrail displays, live steam, granite works tour, railroadiana sales, more. Event runs 9am-4pm, free admission. For more information conact The Chester Foundation, 17 Bailey Road, Huntington, MA 01050; 413/667-8755.

RAILROAD CLUB OF CHICAGO (P.O. Box 8292, Chicago, IL 60680; 847/251-2262) will host the following trips from Chicago. Contact the club for full details.
May 22, Railfan excursion to Glen Ellyn, IL, to view action along the Union Pacific (ex-C&NW) main line. Trip departs C&NW Station at 8:40am on regular Metra train. Fare $10.
May 22, Dinner excursion to Spaghetti Station in the former North Shore station in Kenosha, Wisc. Trip departs C&NW Station on a regular Metra train at 4:35pm. Fare $30 includes train trip, motor transportation, dinner, tip and program by William K. Shapotkin on C&NW suburban service to Kenosha.
May 23, Excursion to the Illinois Railway Museum in Union. Trip departs Union Station on a regular Metra train at 10:30am. Fare $30 includes rail trip, motor transportation, unlimited rides at the museum.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *www.rrhistorical.com/frm*) will be sponsoring the following events at the museum in Strasburg. Admission is $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family maximum $16. Contact the museum for details.
June 5-6, Pennsy Days featuring railroad artists and authors, special displays and tours.
July 2-4, Reading Days with tours, a model railroad and other exhibits.
August 12-15, Railroad Circus Days with scale model equipment of circuses.

ALTOONA, PENNSYLVANIA, June 17-20. Penn State 1999 Railroad Heritage Conference will feature Railroads in Art, Music & Literature. Study tours include Conrail locomotive and car shops, the Railroaders Memorial Museum and an excursion. Tuition $440 (includes meals and double-occupancy lodging). To be added to the mailing list contact Penn State Alumni Continuing Education, 501 Keller Building, University Park, PA 16802; 814/865-5466; e-mail *ACE@cde.psu.edu.*

SACRAMENTO, CALIFORNIA, June 18-27. *Railfair '99* at the California State Railroad Museum. Many visiting locomotives and rolling stock, including BNSF and UP diesels, Amtrak Talgo equipment and CalTrans California Cars. Visiting steam includes UP 4-8-4 844, Sierra 4-6-0 No.3 and Eureka & Palisade No.4 *Eureka.* Advance daily ticket prices are $12 adults, $9 kids 6-12, kids 5 and under free. Three-day and ten-day packages available. For updates, subscribe to *Railfair News* for $15 (six issues). For tickets or information contact the California State Railroad Museum Foundation at 916/445-6645 or e-mail at csmf@csmf.org. For subscriptions to *Railfair News* contact CSRM Foundation, Attn: *Railfair News,* 111 "I" Street, Sacramento, CA 95814; 916/322-8485.

SACRAMENTO, CALIFORNIA, June 21-26. Joint convention of the NRHS and R&LHS with the following trips. **June 22,** Amtrak train to Richmond, Cal., via Franklin Canyon or steam double-header on the McCloud River Railroad; **June 23,** UP 4-8-4 844 to Tehama, Cal.; **June 24,** Amtrak circle excursion to Oakland and San Francisco with layover for cable cars and streetcars, out via Martinez, return via Altamont Pass; **June 25,** seminars and Railfair; **June 26,** UP 4-6-6-4 3985 to Keddie via Feather River Canyon. Registration and convention details from NRHS/R&LHS Convention, P.O. Box 8289, San Jose, CA 95155-8289.

BOSTON, MASSACHUSETTS, June 25-July 11. *Rails to the Rockies* tour via Amtrak, BC Rail and VIA. Visit Banff, Lake Louise, Jasper, Prince George and Vancouver. Fares start at $2400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

INTERNATIONAL TOURS

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; *www.ss-tours.com*) is sponsoring five trips through Mexico's Copper Canyon. Dates are **March 19-26, July 6-13, September 21-28** and **November 16-24.** Prices start at $1495. Contact S&S for complete details.

TEFS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Contact TEFS for details.
China, three different departures.
Australia, March 18-April 28, Tasmania, Victoria, New South Wales and South Australia. Do one segment or all four.
Ukraine, May 7-16, main line steam, standard and narrow gauge.
Zimbabwe, August 7-23, Garratts in regular service.
Myanmar, late October, main line charters and scheduled branch line steam.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following foreign tours. Write for a free catalog.
Ecuador, July 10-18, plenty of steam, cab and roof riding.
Peru, August 14-29, steam, diesel and railcars, plenty of rare mileage.
Chile and Argentina, October 23-November 6, double-headed 2-8-2s, *Old Patagonian Express* charter.
Mexico, November 13-21, private Copper Canyon charter, power includes last operating EMD FT diesel.
Trains Unlimited, Tours is also offering several trips in **Russia** in conjunction with GW Travel of England. Call or write for the Russian Tour Brochure.

RAILROADIANA MEETS

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
March 6-7, Pennsauken, N.J., South Jersey Expo Center.
March 13-14, Stony Brook, N.Y., University Sports Complex.
March 20-21, Timonium, Md., Maryland State Fairgrounds.
March 27-28, Hackensack, N.J., Farleigh-Dickinson University.
April 10-11, Wilmington, Mass., Shriners Auditorium.

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.
March 6-7, Mesquite, Tex., Rodeo Center.
March 6-7, Pomona, Cal., Fairplex.
March 13-14, Kansas City, Mo., American Royal Complex.
March 13-14, Reno, Nev., Reno-Sparks Convention Center.
March 20-21, Manchester, N.H., Center of New Hampshire.
March 20-21, Cincinnati, Ohio, Cincinnati Convention Center.
March 27-28, Austin, Tex., Convention Center.
March 27-28, Denver, Colo., National Western Complex.
April 10-11, Edison, N.J., Convention & Expo Center.
April 17-18, Fort Washington, Pa., Expo Center.
April 24-25, Harrisburg, Pa., Farm Show Complex.

CLARK, NEW JERSEY, March 7. Annual Train Show & Sale sponsored by Jersey Central Chapter NRHS at Mother Seton Regional High School, Garden State Parkway Exit 135, 9am-3:30pm. Admission $4, family maximum $8. Information: Jersey Central Train Show, c/o Mitch Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515

DEARBORN, MICHIGAN, March 7. 9th Annual Memorabilia Show sponsored by Bluewater Michigan Chapter NRHS at St. Martha's Church, Oakwood Boulevard. Information: Bluewater Michigan NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 or Ray Nikolai at 313/277-2419 (5pm-9pm weekdays)

CLEMSON-SENECA, SOUTH CAROLINA, March 13. NMRA & Central Railway Model & Historical Association Train Show at United Assembly of God Church, U.S. 123, 10am-4pm. Admission $3. Information: Dennis Moriarty at 864/888-2332.

RALEIGH, NORTH CAROLINA, March 13-14. North Carolina Railroadiana & Model Train Show at the North Carolina State Fair (Governor W. Kerr Scott Building), Saturday 9am-5pm, Sunday 10am-3pm. Admission $5 for two-day pass, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

WOOSTER, OHIO, March 14. Spring Wooster Train & Toy Show sponsored by CJ Trains at Ohio Agricultural Research & Development Center, Fisher Auditorium, Madison Avenue, 10am-4pm. Admission $3, kids 12 and under free. Information: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 330/262-7488 (after 6pm).

BURNABY, BRITISH COLUMBIA, March 14. 17th Annual Western Rails Model Railroad & Railroadiana Show, 9am-4pm. Admission $2, family $5. Information: Paul Roy, 3478 Winlake Cres., Burnaby, B.C. V5A 2G5; 604/420-1292; e-mail *proy@rogers.wave.ca.*

GREAT MIDWEST TRAIN SHOW will be held **March 14** and **April 11** at DuPage County Fairgrounds, County Farm Road and Manchester, Wheaton, Ill., 10am-4pm. Admission $6, kids under 12 free.

ST. LOUIS, MISSOURI, March 20. Boeing Employees' Railroad Club Railroad Swap Meet at Greensfelder Recreation Complex, Queeny Park, 550 Weidman Road, 10am-3pm. Admission $2, kids under 12 free. Information: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206; 314/668-6313 (after 6:30pm CT).

TORONTO, ONTARIO, March 20-21. 24th Annual Toronto Model Railway Show sponsored by the Canadian Railroad Historical Association Toronto & York Division at Toronto Congress Centre, 650 Dixon Road, Saturday 11am-6pm, Sunday 10am-5pm. Admission $9, seniors $6, kids 6-14 $4, kids under 6 free, family rate $25. Information: Jack Bell, CRHA, 99 Atlantic Avenue, Unit 58, Toronto, ON M6K 3J8.

SHIPPENSBURG, PENNSYLVANIA, March 21. 3rd Annual Cumberland Valley Model Railroad & Railroadiana Show at the Beistle Company, Walnut Bottom Road East, 9am-3pm. Admission $3, kids under 13 free. Information: Chris Marotte, P.O. Box 643, Chambersburg, PA 17201-0643; 717/267-3152.

VALLEJO, CALIFORNIA, March 21. Great Western Train Show at Solano County Fairgrounds, 10am-4pm. Admission $6, kids under 12 free. Information: Alan Shattuck, 700 Larkspur Landing Circle, Suite 199, Larkspur, CA 94939; 415/461-6844.

FAIRFIELD, CONNECTICUT, March 28. Station Stop '99 sponsored by Housatonic Model Railway Club at Tomlinson Middle School, 200 Unquowa Road, 10am-4pm. Donation $4, kids $2. Information: Housatonic Model Railroad Club Show, P.O. Box 234, Fairfield, CT 06430; 203/255-3795 (Fnday evenings only).

KINGSTON, NEW YORK, March 28. 16th Annual Kingston Train & Hobby Expo at the New York State Armory, North Manor Avenue, 10am-4pm. Admission $3, kids under 12 $1. Information: Tom Scrivani, 206 Shady Drive, Station Road, Hurley, NY 12443; 914/331-4218.

SUSQUEHANNA, PENNSYLVANIA, April 11. Susquehanna Fire Department Train & Toy Show at the Iron Horse Train Station, Erie Boulevard, 9am-3pm. Admission $3, seniors $2, kids under 12 free. Information from Bob Burns at 717/853-4710.

BATAVIA, NEW YORK, April 11. Genesee Society of Model Engineers Great Train Show at Batavia Downs Race Track, 8315 Park Road, 9:30am-3:30pm. Admission $3, students $1, kids under 12 free. Information: Mike Pyszczek, P.O. Box 75, Oakfield, NY 14125; 716/768-4579.

COLUMBUS, OHIO, April 17. Buckeye Railroadiana & Model Train Show at Ohio Expo Center (Lausche Building), 9am-4pm. Admission $5, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

LONDON, ONTARIO, April 17. Forest City Railway Society's 25th Annual Slide Trade & Sale Day at Fanshawe College, 1460 Oxford Street East, Room B1058, 11am-4pm. Admission $2. Information: Ian Platt, 1240 Glenora Drive, London, ON, Canada N5X 2P7; 519/438-3330.

NEW BRAUNFELS, TEXAS, April 17. 12th Annual New Braunfels Railroad Jamboree sponsored by New Braunfels Historic Railroad & Modelers Society and Bluebonnet Chapter NRHS at New Braunfels Civic Center, 380 South Seguin Avenue, 9am-5pm. Admission $5, kids $1. Information: Kermit R. Baese, 1285 Common Street, New Braunfels, TX 78130; 830/625-2656.

PORT HURON, MICHIGAN, April 25. Huron Modelers 1999 Railroad Show & Swap Shop at McMorran Place, 10a,-4pm. Admission $2.75, kids 14 and under $1.75. Information: Fred L. Ceselske, 4049 Pine Grove Avenue, Fort Gratiot, MI 48059; 810/385-8815 (after 4pm).

HELENA, MONTANA, April 25. 19th Annual Helena Railroad Fair at the Civic Center, 9:30am-4pm. Admission $2, kids under 12 free. Information: Bob Solomon, P.O. Box 4914, Helena, MT 59604; 406/442-6118.

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LINESIDE LEGACY

by JEFF TERRY

Wilmington & Western

DELAWARE IS HOME to one of the most active and longest-running steam tourist railroads in the United States, the Wilmington & Western Railroad, which operates both steam and diesel powered excursions over a five-mile branch that was once part of the Baltimore & Ohio. The W&W recently put into service another steam locomotive, 0-6-0 No. 58, the primary subject of this month's column. At the same time, it seemed appropriate to update everyone on the status of the rest of the Wilmington & Western steam fleet.

We start with the W&W's "new" engine which is now steaming between Greenbank Station and Mount Cuba on selected weekends. No.58 was built by the Baldwin Locomotive Works in October 1907 for the Atlanta, Birmingham, & Atlantic Railroad. Later numbered 27, the locomotive was transferred to AB&A subsidiary Atlanta, Birmingham & Coast Railway in 1926 and then to the Atlantic Coast Line which sold the switcher to a locomotive dealer. From there it went to the U.S. Army where it was numbered 6961 and rebuilt with a new firebox and boiler. After World War II ended, the Army sold the well-traveled 0-6-0 to the Virginia Blue Ridge where it operated its last regular service days out of Piney River in 1961 as VBR No.4.

With the engine's freight hauling career over, its second career as a tourist hauler began in 1968 when it was acquired by a short-lived Pennsylvania tourist railroad known as the Valley Forge Scenic. Numbered 300, the 0-6-0 was supposed to have entered service alongside VFS's other steam locomotive, former Gulf, Mobile & Northern 4-6-2 No.425, but the line folded quickly and both locomotives were eventually moved to the W&W for display. The 425, of course, was later sold and went on to stardom operating for Andy Muller's Blue Mountain & Reading without having ever turned a wheel on the W&W.

Renumbered back to "58", the little switcher spent nearly two decades on display

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Edward Feathers

WILMINGTON & WESTERN 0-6-0 No.58 was test-fired at the railroad's shop in Marshallton, Delaware, on November 11, 1998. The switcher was built for the Atlanta, Birmingham & Atlantic by Baldwin in 1907 and later worked for the U.S. Army and Virginia Blue Ridge before entering tourist service.

at Wilmington before owner Brian Woodcock (who was at one time president of the W&W) moved it and four ex-Pennsylvania Railroad m.u. cars to Avondale, Pennsylvania, for display at the Avodale Railroad Center. In 1998 Woodcock donated No.58 to the W&W and, with the help of the Delaware Valley Railroad, the locomotive was moved back to Wilmington in January of that year.

Restoration was immediately begun inside the W&W's Marshallton shop. Remarkably, inspections revealed that No.58 was in very good mechanical condition, considering it hadn't steamed in nearly 40 years and had been exposed to the elements nearly as long. A group of volunteers, led by Curtis Cox, undertook the task of removing flues, jacketing and other appliances, and rebuilding the wooden parts of the engine cab. Scale and deposits were removed from the boiler interior and flue sheets, and an ultrasound test was performed that revealed the shell to be in very good condition.

As rebuilding progressed on No.58 during the summer of 1998, new flues were installed and the running gear inspected and found to be in good condition, save for needing new rod brass. Since all openings were sealed and all moving surfaces kept greased during No.58's years on display, no major problems were found with the locomotive during the overhaul. By mid-November, a mere eleven months after the rebuilding began, the 0-6-0 was back under steam and moving under its own power at Marshallton, and by December it was heading W&W's annual annual Santa Claus trains. After railroad and shop crews "work the bugs out," No.58 is expected to handle all the steam duties at the Wilmington & Western during the summer of '99.

AB&A 58 is only one of several steam locomotives to operate on the W&W in tourist excursion service. Steam trips from Greenbank Station began in May 1966 using former Canadian National 2-6-0 No.92, built by the Canadian Locomotive Company in 1912. No.92 was retired in 1972 when it was retired due to cracks in the firebox. After being dismantled and stored for over two decades, No.92 is currently being prepared for the rebuilding that will allow her to return to service.

The most revered steamer on the W&W in recent years has been former Mississippi Central 4-4-0 No.98. Built by Alco in 1909, No.98 was part of Paulsen Spence's Louisiana Eastern collection of the 1950s. While most of the ill-fated Spence collection was scrapped, No.98 and three others (including GM&N 4-6-2 425) escaped the torch. Now one of few 4-4-0s in the United States to be used in excursion service, No.98 has been used to pull W&W tourist trains since 1972. In the ensuing 27 years, No.98 has seen service in over 20 and will require a new firebox before it can be safely operated again. During 1998 the classic locomotive was removed from the operating fleet and is currently stored inside the W&W enginehouse. The hard-working group of W&W volunteers plan to begin working on the American after No.58 has proven itself roadworthy.

While Nos.98 and 92 have been the mainstays of the W&W fleet, other locomotives have been used on occasion. Steam enthusiasts might remember that, for a time, former Pacific Lumber Company 2-8-2T No.37 was pressed into service pulling the regular W&W passenger trains. This engine, along with U.S. Navy 0-6-0T No.3, came to Wilmington in 1980 after both operated briefly during 1967-'68 on the Wawa & Concordville tourist railroad at Concordville, Pennsylvania. Before entering service in 1987, No.37 was outfitted with a water car and given a thorough going-over inside the shop. Unfortunately, the privately-owned locomotive developed mechanical problems by the early 1990s, and is no longer leased by the W&W. No.37 is currently stored, partially dismantled, near the enginehouse. The 0-6-0T No.3 also steamed at Wilmington

from time to time by the Queen Anne's Railroad at Lewes, Delaware.

For tourist railroad trivia buffs, it is interesting to note that the Wilmington & Western briefly rostered Canadian Pacific Royal Hudson 2839 and Southern Railway 2-8-0 722 when both of those engines were working as part of the Southern Steam Program. While neither operated on the W&W's own line, both hauled W&W excursions on the nearby Octoraro Railway.

When steam is not running, the W&W uses one of two operable SW1s or ex-PRR doodlebug No.4662 to power trains to Mount Cuba and occasionally Yorklyn or Hockessin. For more information on the Wilmington & Western, or for a 1999 timetable, you can call the railroad at 302/998-1930 or write them at P.O. Box 5785, Wilmington, DE 19808. Donations are also accepted and volunteers are needed to restore No.98 back to operating condition. If you've always wanted to work on a steam locomotive, here is your chance! Thanks to Edward J. Feathers for the W&W information and photo.

Forney Museum on the move

Denver's Forney Historic Transportation Museum is on the move, relocating its automotive, railroad, marine and aerospace exhibits to a new location in the Mile-High city. The museum, formerly located inside the dilapidated Denver Tramway Building (which has been sold to sporting goods retailer REI, Inc.) has assembled an extensive railroad collection that includes four steam locomotives and an assortment of work equipment, passenger cars and trolleys. All equipment is to be moved from the old site to a new building at 4303 Brighton Boulevard which is large enough to permit all artifacts to be displayed indoors.

The largest rail exhibit to be moved is Union Pacific Big Boy No.4005, which was donated to the museum and, with much difficulty, placed on outdoor display there in 1970. Neglected for two decades, the locomotive has finally received some attention with new paint and lettering. In December 1998 the big 4-8-8-4 was rolled from its display site onto the former Colorado & Southern tracks behind the museum (now used by the tourist-hauling Platte Valley Trolley). In order to get to its new display site, the 4005 will have to move north one mile to Utah Junction, where a temporary switch will be installed to connect with the Union Pacific. Unfortunately, during 1997 some of the track between Utah Junction and the museum was removed, so movement will need to be made over panel track for part of the trip.

Joining 4005 in the move is Chicago & North Western 4-6-0 No.444, which came to Forney in 1968 via South Dakota's Black Hills Central Railroad where it had been on display; Union Pacific (Laramie, North Park, & Western) rotary snow plow No.90099; Union Pacific steam derrick No.903053; Chicago, Burlington & Quincy business car No.900 and Denver & Rio Grande Western dining car *Pikes Peak*, which has been repainted and refurbished with new Grande gold and silver. The traction displays are also to move, although one of the streetcars, former Denver Tramway No.04, has been donated to the Denver Rail Heritage Society (operators of the Platte Valley Trolley) for possible restoration (see RAILNEWS).

Two small steam locomotives are also to

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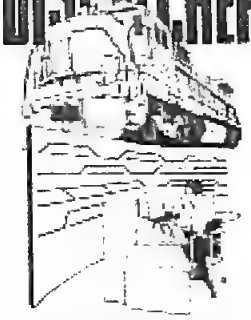

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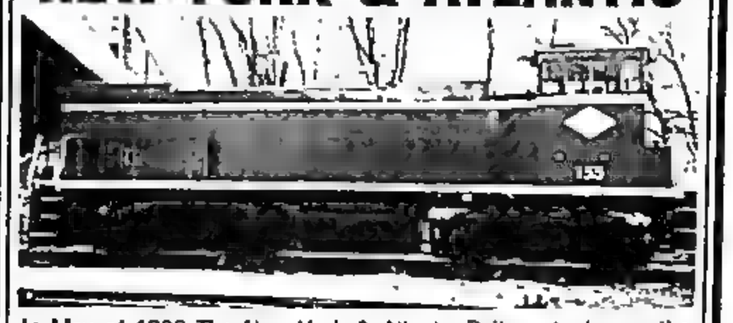

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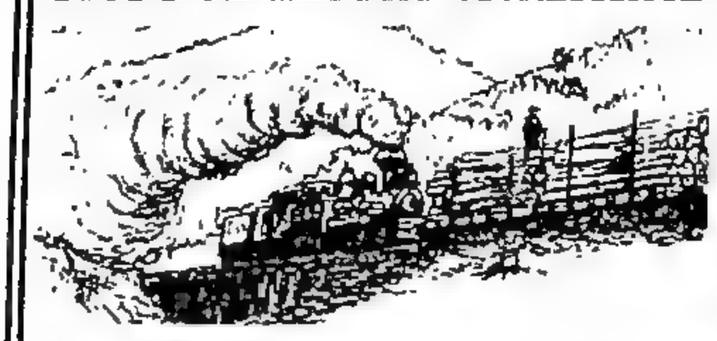

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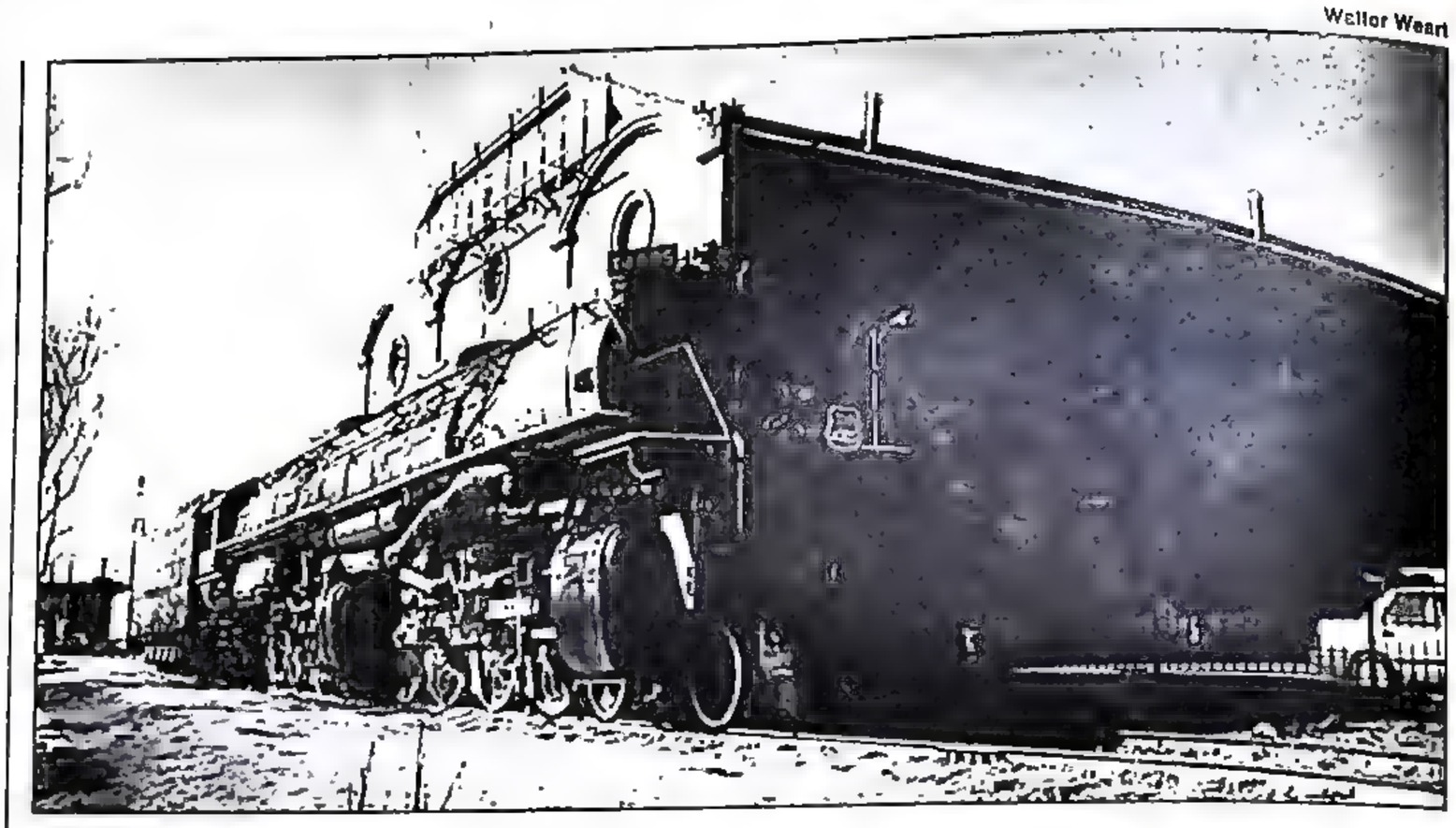

UNION PACIFIC 4-8-8-4 4005, on display outside the Forney Museum in Denver since 1970, will soon move indoors when the museum relocates to a new facility in the Mile High City. Behind the Big Boy is the Denver Tramway Company power house which has been the home of the museum for three decades.

be moved. One is "Forney & Central Platte Valley" 0-4-4RT No.108, built by Porter in 1897 and acquired by the museum in 1997. It is actually a former Louisiana plantation engine backdated to look like a locomotive that would have operated in Colorado. The little Forney type is displayed with a Swiss passenger coach that is also lettered for the "F&CPV". The other small steamer is a two-foot gauge 0-4-0T Henschel that was imported during the 1960s and has been on display indoors at the museum for the past three decades; it is reported to be operable but has not been under steam in many years.

The railroad equipment owned by Forney is overshadowed by the extensive automotive collection, which accounts for the majority of the museum's exhibits. All these displays will be moved to the new building which, when opened in spring 1999, will form one of the most complete transportation collections under cover in the United States. Big Boy 4005 will be the "star" display, visible from the outside behind a glass wall, and current plans call for lit marker lights and headlight at night. No.4005, incidentally, will be the first of the eight preserved Big Boys to be displayed indoors. ⊂

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com.* Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700,

RAILROADIANA

What's new?
***All Aboard!, Revised 2nd Edition,* by Jim Loomis, from Prima Publishing, P.O. Box 1260BK, Rocklin, CA 95677; hardcover, 401 8½"×5½" pages; $16.00 plus $4.00 shipping.**

It may be a fact that the glory days of North American rail travel are behind us, but there is still something about riding a train that keeps it popular. Perhaps it is the wonderful views passing by your window, or maybe the opportunity to meet new people or even just being able to relax as you see scenery that you can't see by plane or car. Whatever it is, Jim Loomis captures the thrill of a train trip in the second edition of his book *All Aboard.* Loomis, a travel writer who has traveled almost every North American rail route, puts his knowledge into this book, which provides everything you need to know to plan, and then have, a wonderful and memorable vacation by rail.

The book begins with an introduction by Loomis and then a condensed history of the passenger railroad industry to date. The next two chapters, dealing with planning a train trip, are packed with helpful information. Included are sections on what to expect onboard a train, a route map for Amtrak, rail fares, creating itineraries and even what to pack. Later on in the book, Loomis also provides the same information for both VIA Rail Canada and for Mexican railroads.

The following several chapters are all about life onboard the train. In these chapters there is information on the onboard crew, floor plans for different types of cars, Amtrak's smoking and pet policies, onboard dining, a couple of ideas for onboard entertainment and what to do if something were to go wrong.

Another interesting part of taking a train trip is understanding how a railroad works. In this area, Loomis also provides the reader with the basic workings and specifications of different locomotives, passenger and freight cars, the people who run them, and how they all come together to run a successful railroad.

To wrap up the book, Loomis dedicates a chapter to the future of rail travel in the United States, making the argument not only for railroads to remain, but also to introduce new rail lines for high speed passenger trains. Also provided are brief descriptions of Amtrak and VIA Rail routes, and one Mexican train route.

If the book does have a shortcoming, it is that these thumbnail descriptions do not do the routes full justice. (Also, music fans will note an error in the description of the *City of New Orleans*. The author seems to credit Willie Nelson for writing the song named after the old Illinois Central passenger train, when, in fact, it was penned by the late Steve Goodman.)

Finally, there is a directory of tourist railroads in the US and Canada, pro-rail organizations, a glossary of railroad terms and slang and a list of recommended travel agents in the U.S. The latter is very important as most travel agents are much more familiar with booking airline trips and cruise ships, which is why a book of this sort can be very valuable to anyone contemplating a long-distance train trip. This is particularly true for those planning their first train trip.

While train service has changed a lot, the thrill of it is still there. From booking procedures to life onboard, in his book, Loomis gives the reader everything they need to know to have a enjoyable and memorable vacation by train — *Nicholas D'Amato.*

Canada's grain sentinels

Wheat Kings: Vanishing Landmarks of the Canadian Prairies, by Greg McDonnell, available through General Distribution Services, 85 River Rock Drive, Suite 102, Buffalo, NY 14207-2170; 800/805-1083; 120 8½"x11" pages, horizontal format, 100 color photos, $29.95 plus $2.50 shipping.

Like obelisks built to appease ancient gods in the hope that they would grant prosperity, at one time thousands of grain elevators at thousands of locations were at the center of Prairie Canada's economic, social and even cultural life. Greg McDonnell's latest book, *Wheat Kings* is a worthy addition to the literature on the subject.

While more noted for his books and articles on railways, in *Wheat Kings* McDonnell, a widely published author, includes fewer than 20 photos of trains among the more than 100 images presented. Even so, in the Prairie Provinces of Manitoba, Saskatchewan and Alberta railways were such an integral part of a grain handling system that rails are omnipresent in *Wheat*

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Kings even if trains are not.

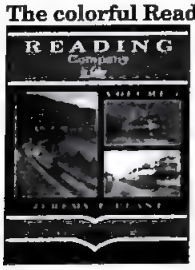
Like McDonnell's other books, this one if full of lyrical, concise prose. More of a pictorial study, *Wheat Kings* is not, nor does it strive to be, a scholarly study of the evolution of western Canada's elevator system. It does, however, evoke memories of an era when sitting around a stove in the elevator manager's office and discussing the events of the day was an important part of the social fabric of the community.

As in his other works, it is the stunning images, the majority by the author himself, that form the core of the book. Though the captions add little to his written narrative, the photos themselves will etch enduring prairie scenes on the memories of those who, like this reviewer, are familiar with western Canada, as well as others less familiar with the region. Not only are there magnificent photos of the elevators themselves, but McDonnell's talent for showing people at work, using other buildings to create context and working machinery into his settings is illustrated again and again. Though more winter photos would have been welcome, McDonnell also successfully uses the vagaries of the prairie climate to heighten a reader's understanding of the region between eastern Manitoba and the mountains of Alberta. Finally, images of small details of elevator operation like scoops and scales are well represented. In short, this book will only enhance McDonnell's reputation as one of North America's leading photographers.

With most of the photos taken in the 1990s, however, *Wheat Kings* clearly shows small elevators in their last days. The wood crib elevators that once dominated the skylines of prairie villages were still very common into the 1980s but are not well represented in this work. Too often those that are shown are in disrepair. McDonnell's work is greatly strengthened in this regard by images made by James A. Brown in the 1960s. Brown's use of climatic conditions is superb. A better geographic balance would also have helped. Alberta, in particular, is neglected and of the approximately 15 photos included from that province, eight came from just three locations. Finally, a map is needed to show locations of the structures included. Even the small metal sheathed structures are on the endangered list and a good map would help others find those that remain.

Having said that, however, Greg McDonnell has another winner in *Wheat Kings*. Given the rise of the giant "high-throughput" granaries, this book may well serve as a final requiem for the small elevators that once dotted the prairie and the branch line railways that served them — *CHARLES BOHI.*

The colorful Reading?



Reading Company In Color Volume 1, by Jeremy F. Plant, published by Morning Sun Books, 9 Pheasant Lane, Scotch Plains, NJ 07076; hardcover, 127 8½"×11" pages; $49.95 plus $3.50 shipping (N.J. res. add 6% sales tax).

It's been over 20 years since a down-on-its-heels Reading Company was swallowed up into Conrail and, while it is true that in its final years the Reading's financial house was in shambles, the railroad still presented an interesting picture to those who ventured trackside. Known as the "Road of Anthracite" for its dependence on the hard coal that was so abundant in eastern Pennsylvania, the Reading's origins date back to the 1830s when railroads were first used to move people and freight to the city of Philadelphia. From then up until 1971, when it filed for bankruptcy, the Reading was a major player in both the freight and commuter business on the east coast.

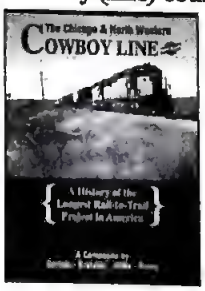
Morning Sun's new pictorial book documents the Reading's operations with color pictures from the late 1940s up to the mid-1970s. Along with the Reading main lines, the book also shows the branch lines and the Ironton Railway, a cement hauling short line that was partially owned by and connected with the Reading north of Allentown.

The book begins with a four-page introduction that briefly describes the history of the Reading Railroad and an overview of the lines covered in the book. As with other volumes from Morning Sun, this book tells the story of the Reading with pictures and captions. The photo coverage begins at the Reading Terminal in Philadelphia and moves west through Harrisburg to the terminal cities of Lurgan and Williamsport. The major sites along the way of each of the branches are covered as well as some lesser known locations.

This book concentrates on the diesel era, and the photographs do a good job of showing the different locomotives that the Reading employed. The photos encompass F-units and Geeps, Alcos, Baldwins and Fairbanks Morse engines, as well as Budd cars and electric m.u.'s. Reflecting the era in which the pictures were taken, most of the views are of freight trains, and the passenger train pictures are mostly commuter operations. While a few of the pictures are slightly fuzzy, for the most part they are crisp and in good color. Usually appearing two or three to a page, their generous size allows the viewer to study both the trains and the many trackside details contained in the photos. In addition, the pictures are well captioned; most provide the name of the train, the types of engines, the area where it was taken, and a little bit about the location. These help the reader to put the picture in context with the rest of the line.

Reading Company in Color Volume 1, captures the history of the railroad and portrays it in an interesting and entertaining format. It does a good job of depicting the legendary Reading Railroad — *NICHOLAS D'AMATO.*

Cowboy (line) country



The Chicago & North Western Cowboy Line, by Mike Bartels, Bill Kratville, Rick Mills and Jerry Penry, published by South Platte Press, P.O. Box 163, David City, NE 68632; 64 8½"×11" pages, softcover; $18.95 plus $3.00 shipping (Neb. residents add 4.5% tax).

Most of the folks who work here at Carstens are familiar with the Paulinskill Valley Trail, the western right-of-way of the

New York, Susquehanna & Western which now serves as a linear, recreational trail. Along with hikers, mountain-bikers, equestrians and a good number of rail enthusiasts and historians, we enjoy its natural charm and rural silence. There are a great variety of bridges, culverts and construction features that provide a contact with the thought structures and engineering of an earlier age. Although its approximately 30 miles of length and lush greenery are strong contrasts to what the state of Nebraska plans for several hundred miles of the Chicago & North Western's recently abandoned "High and Dry" route across the state, there is a surprising connection which I'll soon mention. Also called, The "Cowboy Line," the 752-mile route from Fremont, Nebraska, to Lander, Wyoming, was the North Western's bid for a route to the Pacific Coast toward the close of the 19th century. It didn't get beyond Lander for reasons discussed early in the book but it nonetheless offers an interesting geographic contrast to the more familiar North Western of Chicago commuter lines, Omaha route streamliners or Wisconsin farmlands and Escanaba iron ore traffic. (West from the Nebraska-Wyoming line to Casper, the High and Dry has been rebuilt and became part of the C&NW-UP coal route into the Powder River Basin).

I came upon the Cowboy Line in the late 1960s upon returning from the Milwaukee's electrified Rocky Mountain Division and was immediately struck by the "high, lonesome" feel of northwest Nebraska's Pine Ridge and its north central Sand Hill country. The appeal became so strong that I would return several times, as recently as this past summer, to enjoy and better understand both the route and the history of the region. Unfortunately, I didn't know of this very recent publication which would have made me a better informed visitor. I'll be sure to take it next year. The book's focus is on the 409-mile Fremont-Chadron, Nebraska, distance and it presents a brief history of the construction and operation of this section under the predecessor companies, the Fremont, Elkhorn & Missouri Valley Railroad and the Sioux City & Pacific Railroad. Herein is the surprise. John I. Blair was the builder of our local Blairstown Railway which became a part of the Susquehanna and he was a principal in the FE&MV and the SC&P! About a century after his rail building activities, we have two rights-of-way more than 1000 miles apart, connected by Blair's determination to build railroads and by the Rails-to-Trails Conservancy's wish to convert them to recreational use when they were abandoned.

The FE&MV and SC&P became part of the C&NW in 1884. Because this route was south of the great Sioux Reservation in South Dakota, it was not blocked by the federal government from reaching the developing mining and ranching activity in the Black Hills. The reservation put a punctuation mark on both the Chicago, Milwaukee & St. Paul's line through Chamberlain, South Dakota, and, as least for a time, the North Western's own line through Pierre. After reaching Chadron in 1885, lines were extended north to Rapid City, Deadwood and Belle Fouche, S. D., and west, with Lander, Wyoming being reached in 1907. Mineral traffic, livestock, grain and petroleum rolled east with manufactured goods, processed merchandise and other necessities

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The Railroad Auction Co. proudly announces its 27th auction to be held on April 25th, 1999 at Mercy College, Dobbs Ferry, New York. This diversified auction will include over 700 lots featuring an original oil by Walter Greene for a New York Central calendar (1932). Also to be included will be the last groups from the Klein collection and the Robert Lannon estate. Many other lots including rare public timetables, large quantity of early B&O Centenary, Santa Fe Barstow demi cup and saucer, builders and number plates, wax sealers, railroad china and silver, lanterns and globes, several presentation lanterns, and many more rare items.

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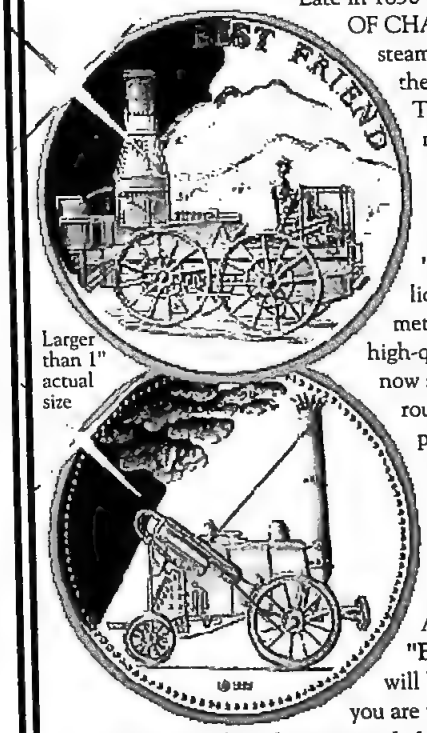

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for agriculturally dependent communities heading west. In this century, 4-6-0s, 2-8-2s and 4-6-2s replaced the 4-4-0s of the previous one and were in turn bumped by green and yellow EMD's which included six-axle power from the 1970s.

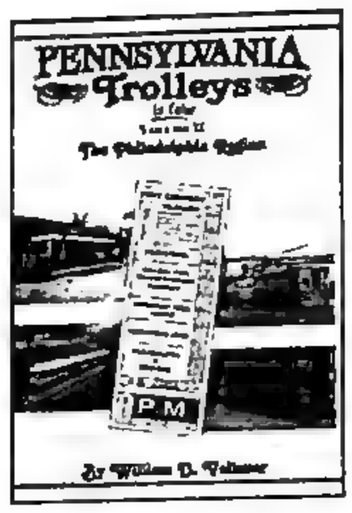
Separate chapters cover the line's two major bridges, the Pine Creek trestle at the division point of Long Pine, and the Niobrara River trestle near Valentine. Construction history and detailed track maps for both are included along with views showing a variety trains crossing both tall structures. Two years ago, I camped near the Niobrara crossing and enthusiastically hiked a mile or so in the evening to reach the tall, imposing structure. Upon climbing up the high embankment at the east end, I was surprised to look down upon the earlier right-of-way of the original FE&MV. Now I realize I was standing on the six-mile realignment of 1909. The construction of both the original and the new bridges are succinctly explained.

Co-author Bill Kratville, with family connections to Long Pine, provides a short chapter of evocative photos, memories and stories of this division point community. After having wandered about the vacant yard and engine terminal, I was now able to place the roundhouse and station and better imagine the operational pattern that played a significant role in the life of the little town. With the long reduction and eventual termination of C&NW activity in November 1992, the pulse of life here has dropped but the writer takes us back to days of oil-burning steamers, elegant E7's on passenger train Nos.13 and 14 and the idling six-axle units which awaited rested crews to resume their journeys.

A final section recounts the effort to revive rail service on the 73 miles between Merriman and Chadron. This became Nebkota Railway, which connects with the BNSF at Crawford and regional Dakota, Minnesota & Eastern, operator of the former C&NW Black Hills lines along with the east-west route via Pierre. Nebkota bills itself as, "The Cowboy Line" and for a while operated a beautiful A-B-A trio of former Canadian F-units. Painted in colorful red and silver, they carried a bronco-riding cowboy in a round herald. Efforts to retain freight service on other sections of the line were unsuccessful but the attempts are recounted. The 15 miles of the far eastern end, from Fremont to Hooper, are covered by a weekend dinner train operated in conjunction with the Eastern Nebraska Chapter NRHS. Their SW1200 locomotive, bearing a Fremont, Elkhorn & Missouri Valley emblem, recalls the line's history.

Short sections of the abandoned right-of-way are open to the public for trail use under the auspices of the Nebraska Game and Parks Commission. These sections, along with our local Paulinskill Valley Trail, are part of the nationwide Rails-to-Trails Project. To create public interest, the commission wisely chose to includes a section east of Valentine extending east of the trestle and the site of my earlier exploration. A spectacular and easily accessible goal thus kicked off the project. In all, some 42 miles of surfaced roadbed are officially open. These conversion projects, in Nebraska and other states, have faced a number of opposition groups and individuals who often have valid concerns and legal rights which must be addressed. The Nebraska Game and Parks Commission has undertaken the controversial challenge of creating the nation's longest single R-T-T project with its plan to create a 247-mile pathway. This book, which is subtitled, "A History of the Longest Rail-to-Trail project in America," concludes with a progress-to-date synopsis of the exciting and worthy effort. It seems to provide a fair and certainly informative public service in a very readable and enjoyable format. I wish success to both the state and the authors — *ROBERT E. MOHOWSKI.*

TRACTION PUBLICATIONS by Joe L. Diaz



Pennsylvania Trolleys in Color, Volume II: The Philadelphia Region, by William D. Volkmer, published by Morning Sun Books, Inc., 9 Pheasant Lane, Scotch Plains, NJ 07076; Hardcover, 129 8½"×11" pages, 260 color photographs; $49.95 plus $3.50 shipping.

In this second volume on Pennsylvania trolleys Volkmer and his publisher have done it again in a grand style. This volume deals with Philadelphia and its immediate region. We get a broad view of Philadelphia trolley surface operations from the days of the Philadelphia Transportation Company through SEPTA. The operations are broken down by route, followed by an illustrated roster section. The color reproduction is wonderful and depicts the strange myriad of liveries throughout the era. The majority of the streetcar overview deals with the postwar PCC fleet and will certainly capture and please the reader. PCC paint schemes range from typical green to the orange "Gulf Oil" livery to red Toronto Transit on cars purchased from Canada to a myriad of other oddball cars. There is, of course, a good look at operations in the pre-PCC car era as well. The author has made a successful effort to paint the entire operation in all its fascination down to the Kawasaki era, and it all comes together nicely. There is also a small, but fascinating, look at work cars.

The reader gets a good look at the various elevated, subway and bridge operations. The Market-Frankford El and Broad Street Subway are given only a page each. A real treat is the excellent coverage of Fairmount Park Transit, long gone, viewed here brilliantly in color.

Also included is the Red Arrow operation, a great favorite of every Philadelphia traction fan. Trolleys heading to Media and Sharon Hill are presented. Most of the cars are painted maroon, but there are also a few shots of orange cars as well. Several pages

Railfanning is:

Realizing that Amtrak F40s are actually getting rare, and making plans to photograph them.

are devoted to the Philadelphia & Western to Norristown with "bullet" and Stratford cars. The pages are "trimmed" with displays of tickets, transfers and like material.

This is a wonderful volume. Fortunately there is far more included than can be dealt with in a brief review such as this. Do not fail to examine this book at first opportunity. We can all vote our thanks to the author and his publisher for the great job presented here — *Joe L. Diaz.*

Interborough Fleet, by Joe Cunningham, available from Xplorer Press, P.O. Box 614, Belleville, NJ 07109; perfectbound, 160 8½"×11½" pages, horizontal format; $39.95 plus $2.00 postage. .

This is an outstanding gallery of 231 photographs, many running a full page, 40 in color. This is the detailed story of the I.R.T. car equipment, its origins, design and operation. Everything is fully covered herein in illustrated detail from August Belmont on. The design and influence of George Gibbs: The Steel Revolution, The Gibbs Fleet, The Deck Roof Fleet, The Exigencies of Urban Transit, Further Modifications and Standardization, Under City Operation — the entire story is laid out in chapters for the reader in magnificent detail; nothing could be more complete. Included are many wonderful operational views along with some route diagrams. The major source of the photographs are from the enormous collection of the late Edward B. Watson, who devoted a considerable amount of his life to documenting New York City transit equipment and operation. Most important in a wonderful collection as this is excellent photographic reproduction. The publisher has hit a home run here!

Any traction fan will find this volume to be of enormous interest through to the last page. No matter what your possible reservations abut subway and rapid transit operations, do not fail to give this fine book your close examination. You are certain to be impressed — *Joe L. Diaz.*

Tremont Street Subway: A Century of Public Service, by Bradley H. Clarke and O.R. Cummings, available from Boston Street Railway Association, Inc., P.O. Box 181037, Boston, MA 02118-1037; softbound with color card covers, 64 8½"×11" pages; $18.95 plus $3.00 shipping and handling.

The is the well done story of Boston's famous Tremont Street streetcar subway, the alternatives to Horse Propulsion, Petitions, Plans and Legislation. O.R. Cummings, the eminent historian of New England street railways, along with Bradley H. Clarke have given us the detailed story of street railway operations in central Boston and how the immense traffic congestion was relieved.

Presented with 90 photographs from the earliest horse car operations down to the present LRV operations, the reproduction is excellent. There is an immense amount of interesting material here for the reader. Additionally there are many pages of track maps. These are, unfortunately, reduced in size, sometimes small, but it will be well worth the effort by the reader to use a glass to examine them. This is a long-running history which will certainly fascinate the traction fan. We suggest that the reader seek out this book and examine it. You will certainly find much of interest here in a quality format — *Joe L. Diaz.*

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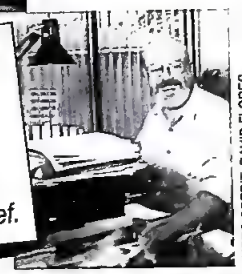

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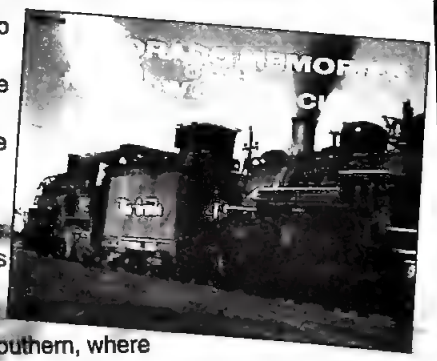

The narrow gauge rails of the Denver & Rio Grande Western formed an iron lariat around southwestern Colorado. It was here that Rio Grande steam, in the form of chunky 2-8-2s, made its final stand into the 1960s. The slim rails hosted passenger, freight and mixed trains, and the unique Galloping Geese also roamed the Rockies. In this volume are many of the best photos taken by top rail photographers during the waning years on the D&RGW narrow gauge and the neighboring Rio Grande Southern, where steam and mountains combined for a spectacular show. 00059 $15.95 +S&H

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Tug of War

by R.F. Hopson

MIDNIGHT ON THE OLD MISSISSIPPI RIVER; the warm and sticky midnight of June 23rd, 1901. River jargon mingled with railroad talk, while switching lanterns danced like fireflies along the dark, shapeless stone levee. Train crews, mudhops, "garden" officials and gandy dancers stumbled over the myriad tracks of the St. Louis terminal yards, eager to get ringside seats, so to speak, for the impending drama. Just off the shore, blunt-nosed ferryboats lined with spectators were jockeying for position. Nobody wanted to miss a good view of what was about to happen.

The men of the Iron Mountain Railroad were in a fighting mood. One and all, they were determined to prevent the Wiggins Ferry Company from building a right-of-way up the bare river front from Carroll Street to Chouteau Avenue, for the right to load cars on the ferry at this important crossing of "Old Man River."

Four hundred yards of busy track is a lot of steel to be bisected—a mess of switches and signals to keep tabs on—if a rival transportation company is allowed to cut through them. The Iron Mountain wanted no such problem on its hands. Terminal crews were more than willing to keep their right-of-way intact, because these men were paid five dollars per car for freight equipment switched and loaded onto ferries for river crossing. A ferryboat carrying twenty-two cars, let us say, meant quite a bonanza to the Iron Mountain men.

So the railroaders, one and all, were ready to fight for more thana mere sentimental attachment to the old iron pike.

It was 12:30 on a moonlit Sunday morning when engine No.665 chugged into the yards, pulling several cars loaded with ties and with 300 husky railroad men. General Roadmaster Potter was in charge. His eyes narrowed when he found that the spur to the ferry landing was blocked by the Wiggins Company — *three* engines and several freight cars, all packed with determined river men!

"It'll take more than three hogs to stop the Iron Mountain!" he snorted; and ordered out an equal number of six-wheeled yard goats, numbered respectively 306, 309 and 503. All three steamed proudly into the fray.

The 306 and 309 were Rogers-built, with 19×22-inch cylinders, steam pressure of 140 pounds to the square inch, and 20,545 pounds of tractive effort. Number 306, built in 1881, had Engineer Wilson at the throttle. The 309, dating back to 1882, was handled by Engineer Ryan. The third switcher, No. 503, with Robbs on the right-hand side, was a powerful Baldwin, built in 1891, having lights in front and back. She had 17×24-inch cylinders, 140 pounds of steam pressure, and was capable of 16,507 pounds of tractive effort.

There wasn't much to be seen from Engineer Robbs' cab: bobbing lanterns, engine lights, the long slim gleam of curving rails. But there were sounds, many of them; and smells. Hot engines, the distinctive reek of lanterns, and the stench of river mud when a warm breeze came in from the east. With a cut of cars in front of the engines, Robbs and the others got a signal for the charge. Steam popped, wheels churned and spun; men yelled, and lanterns gave frantic highball signs.

Couplings clashed and grated, and cars lurched, as iron met iron. The Wiggins force maintained its position, matching steam pressure, momentum and tractive effort with the Iron Mountain. Neither side was gaining nor losing. Each held ground with wheels grinding and steam spurting.

Then, on the Iron Mountain tracks, lanterns gave a low half swing. As the Mountain warriors eased off, their "glims" bobbed up and down. Locomotives and cars moved back. But again came the high sign. Wheels slid on hot tracks as the monsters moved forward once more. Again a harsh clash echoed along the river. Both sides were stopped with wheels churning and stacks spitting.

Roadmaster Potter, watching the duel from his engine on a side track, saw that more tonnage was needed to push the intruders from the right-of-way and allow his own crew to lay a track. He ordered out the mighty 599. Built in 1893 by Baldwin, this was a ten-wheel freight engine with 20×24-inch cylinders, 150 pounds of steam pressure, and a tractive effort of 22,254 pounds. Engineer Van Dyke sat commandingly at the throttle.

With this formidable reinforcement, the Iron Mountain men cheered their crew on to another charge. A Wiggins engine was pummeled until she reared and gave way. Slowly she was shoved toward toe space where the river flowed, the plunging steeds of the Iron Mountain after her. A quick-thinking switchman threw a switch; and the Wiggins engine, which might have come to a watery and inglorious end, was ditched instead.

A great shout went up. Whistles from engines and boats screamed the news of victory. Roadmaster Potter, with his stout crew and their carloads of ties and rails, lost no time in following up his advantage by laying a track to the coveted objective.

Nearly forty years have passed since then. During that time all of the engines involved in the tug-of-war were scrapped, and the railroad itself has become part of the Missouri Pacific System. Of the engineers who took part, the only known survivor is Henry Robbs, a pleasant, alert and rather stout man of eighty, who furnished some of the facts for this true tale.

Robbs has been through many stirring events in his career of 46 years on the road; but the biggest moment of all, he insists, was the bloodless battle when the Iron Mountain men captured the old ferry landing. He would like to hear from other persons who witnessed this tug-of-war.

A PECULIAR ACCIDENT

by George L. Raymond

SOME THIRTY YEARS AGO, when I was pounding brass for the New Haven at Waterford, Connecticut, which was then the western end of the New London yards, I made a practice of standing at the window to watch trains entering my block.

In those days one of our crack passenger trains was the *Gilt Edge,* Nos.25 and 26, running between Boston and New York, due through Waterford at 8:15 p.m. westbound and 8:25 p.m. eastbound. On a certain night after No.25 had rung in on time, I stood peering out the window as usual. All signals were clear and the tower west of me had been unlocked for the passage of the eastbound 26. Number 25 approached the home signal, about two hundred feet east of the tower. At that point a trailing switch led from the westbound passing siding to the main line, and as the westbound *Gilt Edge* passed that switch I saw a shower of sparks fly from the second car. My ears caught an ominous thump and then a crash of wheels through the planking in front of the tower. I knew something was wrong and threw back the lever of the starter signal. The train came to a stop half a mile west of the tower; but as she passed the main line crossover, about a hundred feet west of the tower, I again saw the shower of sparks. Just then the eastbound *Gilt Edge* was rung into the block and I kept the signals against her, not knowing how much havoc had been wrought.

Grabbing up a white lantern, I rushed downstairs and out to the westbound tracks. There I found the planks cut up where the wheels had ground through them. The flagman of 25 was then on his way back. Train 26, finding the distant signal set against her, was creeping slowly toward the home signal and came to a stop.

Seeing that 26 had passed the other train and no damage had been done to the eastbound tracks, I returned to the tower and gave 26 clear signals. The eastbound *Gilt Edge* proceeded on her way. After she got by the tower, I went down again and met the flagman of 25. I told him that part of his train was on the ground, and we started along on the track to see what had caused the derailment.

Meantime, the conductor had walked back far enough to get within speaking distance and I explained what I'd seen.

He laughed. "There's no trouble with my train, Mr. Raymond," he said.

I told him to go back and look the train over, and if everything was all right he could call in his flag and proceed.

Then we continued walking east. Soon the flagman stumbled and fell on the ties. In assisting him to his feet, I found that I also was slipping. Examination of the ties disclosed that there were covered with blood and pieces of flesh. A little further along we came to the dismembered carcass of a cow, strewn along the track.

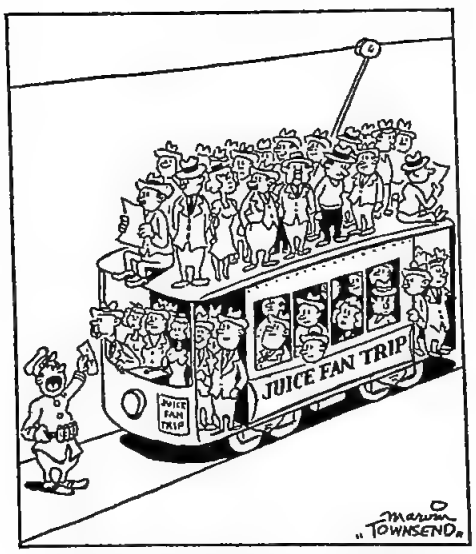
Just then the engineer called in his flag. The brakeman left me on the run, and when he reached his train they started off. This move puzzled me, as there was plenty of evidence that at least one car truck had been on the ground.

Returning to the tower, I reported to the dispatcher that the track was damaged and they would have to use single track until it was repaired. Thereupon two section gangs, an electrician and signal mechanic were sent out to make an inspection and repairs. After looking over the track, the foreman reported that a stray cow had been struck by the train and thrown against a signal pole. It had then rolled back under the train, derailing one or more trucks. The derailed trucks left the rail at a frog, continuing on the ground until they reached the crossover frog, and had then apparently jumped back on the rail.

At New Haven the car inspectors were over the running gear and reported the rear truck of the second car — which was a "blind" express car — and the front truck of the third car were smeared with blood and hair, but otherwise undamaged. Evidently the absence of any person in the car accounted for the fact that none of the crew knew anything about the derailment.

Before going off duty, I made a telegraphic report to headquarters, explaining the delay to trains 25 and 26. I heard nothing of the matter until about two weeks later, when I received a letter signed by "Secretary to the President," saying it was the desire of the President that I be commended for prompt action in averting serious damage to train 25. I still have that letter among my keepsakes, but was never able to see how I averted any damage to the train.

In all of my forty years of railroading I cannot recall a more peculiar accident.



"We Will Not Proceed Until I Find Out Who Gave Me This Phoney Transfer"

These stories and the cartoon first appeared in the April 1941 RAILROAD *magazine. The front cover illustrated an historical novelette entitled* Vanderbilt Road. *Other features included a story of a railfanette, an illustrated roster of the New York, Susquehanna & Western, a column on railfans (where the above cartoon came from) and a story on railroad-themed picture envelopes. There was also* ALONG THE IRON PIKE *by Joe Easley, a model railroading column, fiction and four* TRUE TALES OF THE RAILS.

Amtrak's New High Speed Trains Wider Than Planned

AN ADDITIONAL FOUR-INCH INCREASE IN WIDTH has caused quite a stir at Amtrak and left the company pointing fingers at Bombardier, the outfit which designed and built the new 150 mile-per-hour trainsets which are set to debut later in 1999. This unintended increase in width, as charged by Amtrak, will cause it to hasten its $12 million track clearance projects to get the Northeast Corridor ready for the test trials of the new trains, which are scheduled to commence in May 1999. The sets are planned to be phased into regular service by October 1999 and reduce trip time between Boston and Washington from its present four and one-half hours to three hours.

Amtrak charges that a problem brought about by the increase in width is the reduction in tilt by the train, which is essential for high speed operation. The extra width will hold the cars to a tilt angle of only 4.2 degrees instead of the 6.5 degrees planned. For safety reasons, the cars need to be able to suffer a suspension failure, lean the wrong way on a curve and still be able to pass safely without contacting another train. The 4.2 degree tilt will ensure safety but will lower top speeds, thus increasing total travel time. Amtrak has stated that legal action against Bombardier is possible. Bombardier has responded by saying that the trainsets it will deliver conform to design specifications.

CN and IC Defend Their Move to Merge

CANADIAN NATIONAL RAILWAY AND ILLINOIS CENTRAL said in a regulatory filing submitted on December 16, 1998, that their merger transaction is consistent with the public interest, meeting standards for approval administered by the U.S. Surface Transportation Board (STB).

In their STB filing rebutting comments and responsive applications from parties challenging the CN/IC merger, the two railroads vigorously defended their transaction and cited many groups and organizations that recognize the benefits that will be seen.

CN also showed that Union Pacific has not sustained its claims about a marketing alliance signed by CN, IC and Kansas City Southern, which were made by UP in connection with its opportunistic efforts to secure haulage rights on IC's traffic-rich line between Baton Rouge and New Orleans, Louisiana. Contrary to UP's claims, CN/IC stated that the CN/IC/KCS marketing alliance does not constitute common control of the three railroads.

CN and IC also rejected Canadian Pacific Railway's attempt to use the STB proceeding to obtain an economic benefit unrelated to any effect of the merger transaction. In its responsive application, CPR is asking the STB, as a condition of approving the CN/IC transaction, to require CN to divest its interest in the Detroit River Tunnel, which it jointly owns with CPR. (The CNCP Detroit-Niagra Partnership, held 50/50 by CN and CPR, owns 100 percent of the stock of the Detroit River Tunnel Company, the corporate owner of the tunnel.) CN and IC dismissed as groundless CPR's allegation that CN may use its current ownership position in the tunnel to block any future expansion by CPR of the tunnel's capacity that is in the interest of the partnership. CN and IC noted that CPR's divestiture request is outside the STB's jurisdiction because the partnership and all but a small portion of the assets at the center of CPR's application to the agency are within Canada, not the United States. The railroads said CN is prepared to sell its interest in the Detroit River Tunnel on a negotiated basis at a fair price and not under duress.

CN and IC also urged the STB to turn down CPR's demand for a special investigation of the CN/IC/KCS marketing alliance because they have provided the STB and the parties with substantial information about the alliance and shown it will benefit the public.

Comments from the City of Chicago, which asked the STB to require a condition of its approval of the merger that CN/IC establish an entirely grade-separated route across Chicago, but not one that enters the downtown area, were turned down by CN and IC. The companies said the city's request is part of an on-going, pre-transaction effort to close the St. Charles Air Line and is unrelated to the merger transaction. The companies pointed out that the transaction will result in fewer trains operating on the Air Line and offers the potential of reducing the overall amount of CN and IC freight traffic moving through the City of Chicago.

The two roads have forged settlement agreements that addressed issues raised by several parties about the transaction. As a result of these agreements, Burlington Northern & Santa Fe, CSX and Norfolk Southern did not file or withdrew their requests for conditions.

Expansion Work Begins on Union Pacific SIT Yard at Spring, Texas

UNION PACIFIC RAILROAD HAS BEGUN CONSTRUCTION on a $4 million, five-track expansion of its storage-in-transit (SIT) rail yard in Spring, Texas, to support the chemical business along the Gulf Coast. SIT yards are small rail yards where the railroad stores covered hopper cars loaded with a customer's plastic pellets. This type of rolling warehousing reduces the need for storage at the manufacturer and saves time when the pellets are transported to their final destination.

The 39-track Spring SIT yard was built in phases between 1981 and 1984 and has a storage capacity of 1442 cars. Following the construction of the five additional tracks, storage capacity will increase to 1640. The project is scheduled to be completed in late February 1999.

Union Pacific recently opened a $3.5 million, seven-track SIT yard in Longview, Texas, with a storage capacity of 260 cars to support the chemical business in the Longview area, as well as the Gulf Coast. About 20 percent of all UP's nearly $1 billion 1998 capital spending for track work, capacity and facilities has been, or is being, spent in Texas and on lines linking Houston and New Orleans.

Surface Transportation Board Approves Dakota, Minnesota & Eastern Expansion Plans

IF ALL GOES WELL, THE NEW MILLENNIUM WILL BEGIN WITH something noteworthy in the rail industry — the largest North American rail construction and reconstruction project in over 100 years with an estimated price tag of $1.4 billion.

What the Surface Transportation Board approved was a plan to build 280 miles of new track in Wyoming and South Dakota and nearly 600 miles of upgraded track in South Dakota and Minnesota, pending satisfactory environmental impact reports and other necessary planning reviews. The DM&E's new heavy haul capacity is expected to increase competition for the business of transporting coal to energy plants in the midwest, south and east from Wyoming's Powder River Basin. Value of the coal presently hauled exceeds $5 billion annually and is split between UP and BNSF.

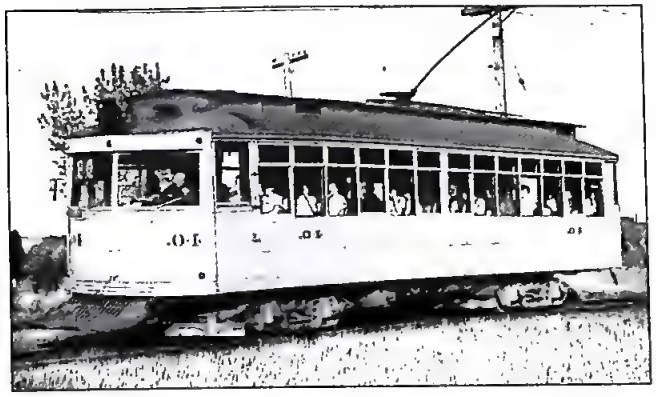
Denver Rail Heritage Society Acquires Denver Tramways Streetcar

THE DENVER RAIL HERITAGE SOCIETY (DRHS) has purchased Denver Tramways Corporation (DTC) streetcar .04 from Jack Forney, owner of the Forney Museum. Forney has sold his current museum building, the old Denver Tramways power plant, to REI, Inc., of Seattle, Washington, which will be remodeled into their flagship sporting goods retail store. In the process of relocating the Forney collection to a new museum, DTC No..04 became available.

The car (**below**) is one of the most complete examples of Denver's once vast streetcar fleet and is a prime candidate for restoration and operation.

Car No..04 was built in 1911 by the Woeber Car Company, a prominent Denver carbuilder for the Denver & Intermountain

Walter Weart



Railway (D&IM) and was originally the car number eleven. The car saw service on the standard gauge route to Golden until the D&IM was acquired by the DTC. In 1924, the DTC converted No.11 to operate on the narrow gauge (42 inches) route to Leyden and Golden. At that time, the DTC renumbered the car to .04. The use of decimal points in the car number is unique to Denver and .04 is the only survivor of this category of trolleys. Car No..04 was the very last DTC car to run, concluding revenue service from Leyden when it arrived in Denver just after Midnight on July 2, 1950.

There are approximately six examples left from a fleet that once numbered more than 300 cars. Denver's streetcars stopped operating on June 4, 1950, and all were retired with most being scrapped. The few surviving cars are basically bodies as all the running gear was removed before being sold. Car No..04 is unique as its truss rods are intact and the frame is strong enough to make it a restoration candidate.

The Forney Museum is relocating to new quarters in Denver. Among the pieces being moved are Union Pacific Big Boy 4005 and Chicago & North Western 4-6-0 444 (see LINESIDE LEGACY).

E&N Railway Company Takes Control of Vancouver Island Rail Network

ON JANUARY 8, 1999, CANADIAN PACIFIC RAILWAY transferred to RailAmerica's new subsidiary, the E&N Railway Company, the 181-mile Esquimalt & Nanaimo Railway (E&N) on British Columbia's Vancouver Island. ENR expects to handle about 8,000 carloads of forest/paper products, and mineral and chemical products per year. The VIA Rail passenger service on the new E&N will continue to operate as before.

Georgia's Stone Mountain Railroad Debuts Southern-Inspired Cab

FRESH FROM REPAINTING, Stone Mountain Railroad F7 no.6143 (ex-New Georgia Railroad 3498, exx-Norfolk Southern 3498, nee-Southern Railway [CNO&TP] 6143) is resplendent in a Southern Railway-inspired livery (**below**). Also in service on the Stone Mountain Railroad is F7 No.3499 of the same lineage as No.6143. Both units were photographed in late 1998 in the Stone Mountain Railroad Yard as No.3499 was passing through as part of a passenger trip that circles Stone Mountain every 40 minutes. Stone Mountain Park is 16 miles east of Atlanta, Georgia, and hosts more than six million visitors each year. The park encompasses 3200 acres of lakes, woodlands and attractions with Stone Mountain, the world's largest granite monolith, as its centerpiece — *WAYNE PETERS*.

Wayne Peters

John Smatlak

Pacific Electric Business Car 1299 Moved to Orange Empire Railway Museum

The long-awaited move of car 1299 (**left**) from its home of 40 years at the Los Angeles Fairgrounds in Pomona, California, to its new home at the Orange Empire Railway Museum took place on Friday, December 11, 1998. It was moved on board a specially configured highway trailer to OERM in Perris, California, 35 miles away. The 1299, which is reportedly in excellent condition, joins over 25 other Pacific Electric cars already preserved at the musuem. Built in 1913 by Pullman as Southern Pacific trailer coach 477, and rebuilt by Pacific Electric in 1929 as a luxurious business car, the 1299 is now stored indoors at the museum awaiting restoration to operating condition.

Charls Gendron

Ottawa Central Commences Operations

Monday, December 14, 1998, was the start up day for operations on the Ottawa Central Railway. The Ottawa-based OCR, owned by the *Corporation des chemins de fer Quebec* (Quebec Railway Corporation), took over operation of the CN Beachburg Subdivision between Ottawa and Pembroke. The railroad also has running rights on the former Canadian National Alexandria Subdivision (73 miles) which is now owned by VIA Rail Canada, between Coteau, Quebec, and Ottawa, Ontario. A terminal is located in the CN/STLH Walkley Yard. The OCR runs to a junction with Ottawa Valley Railink at Pembroke, Ontario.Power will consist of six former Canadian Pacific RS18u's and one C424. RS18u No.1828 (**left**), is the Walkley "yard goat" as it is not equipped to lead in a consist; the venerable Alco was at Walkley Yard on Monday, December 28, 1998.

Christopher Baught

New F59s Ready for Delivery to North Carolina

The State of North Carolina will soon be taking delivery of two brand new F59PHI locomotives. North Carolina Department of Transportation No.1755, the *City of Salisbury* (**top right**), was seen fresh from the GE-Alstom paintshop in Hornell, New York, on December 18, 1998. The units are being constructed by Super Steel.

Don Jilson

BHP Iron Ore AC6000CW's Emerge from Erie

BHP Iron Ore General Electric AC6000CW No.6070 (**middle right**) is the first completed BHP 6000-h.p. unit to emerge from GE's Erie, Pennsylvania, shops. The unit was being moved inside the plant complex on December 13, 1998, having previously been out on GE's test track in Wesleyville, Pennsylvania, a few days earlier. This locomotive is reportedly the first to feature GE's newly designed steerable truck.

Mike Hoppe

Southwestern Ontario Railway Begins Running on Former CN Lines

November 16, 1998, saw the takeover of Canadian National's Guelph Subdivision (part of CN's Great Lakes District) between Silver and London, Ontario, with trackage rights into CN's MacMillan Yard, when the Southwestern Ontario Railway began operating with a 21-year lease term agreement. All new units on the property arrived lettered for the Goderich-Exeter Railway (GEXR), another operation of parent company Railtex which operates the Southwestern Ontario. GEXR also connects with the Guelph Subdivision at Cowie, Ontario. The morning train from Stratford to Kitchener, Ontario, (**bottom right**) shows the mix of motive power and paint schemes; the train was eastbound at Bagden, Ontario, on December 2, 1998.

Southern Pacific Blades on Endangered List

Time is running out for the remaining Style-B semaphores on the former Southern Pacific Golden State route near Carrizozo, New Mexico, as the Union Pacific is working to install new CTC. On December 14, 1998, new color light signals (**opposite bottom**) were in place next to the blades at Polly and Oscura, west of Carrizozo although the semaphores (four sets) were still working and the new color lights had not yet been activated. Apparently the UP is standardizing on one new signal type as there were examples of this style of three-color signal in place next to other older signals at different locations. Fortunately the blades east of Carrizozo still stood by themselves, although for how long is uncertain. Anyone interested in shooting these blades is advised to do so as soon as possible.

Ian Platt

Part Two: St. Lawrence & Atlantic takes

*A PAIR OF M420S IS SPLICED BY A PAIR OF GP40s as St. Lawrence & Atlantic-Quebec No.393 awaits the arrival of No.394 at Bromptonville, Quebec, to swap power on December 4, 1998. Normally the swap would occur at Richmond, but only four days into operation, the schedule is still in a state of flux. That same day, StL&A-Q M420 3516 is in charge of No.394 at Coaticook, Quebec, on December 4, 1998 (**below**). The Emons affiliate has acquired ten MLW M420s from CN (3505, 3512, 3516, 3517, 3519, 3562, 3569, 3573 and 3578) to power its trains over the 110-mile SherbrookeSub.*

FOR SEVERAL YEARS NOW, I have written and extolled to all who would listen, the virtues of railfanning on the former Canadian Pacific, now Iron Road, Sherbrooke Subdivision (see "Sherbrooke's Subdivisions Part One" in the February 1999 RAILFAN & RAILROAD). Yet I fear that in my zeal to record the last days of the CPR and Iron Roads beginnings, I have overlooked another interesting piece of railroad, the Canadian National's Sherbrooke Subdivision. Today it is no longer the CN's Sherbrooke Sub, for at 5:00 p.m. on Dec 1, 1998, Emons Industries began operating the line as the Saint Lawrence & Atlantic Quebec's Sherbrooke Subdivision.

The origins of the line date back to the mid-19th century when it was built as the St. Lawrence & Atlantic, with the goal of providing access to the open water port of Portland, Maine, before the construction of the St. Lawrence Seaway. It achieved this by connecting with its American counterpart, the Atlantic & St Lawrence, becoming the first North American railroad to cross the U.S.-Canadian border. Both of these roads were absorbed by the Grand Trunk, which of course found itself swallowed by the sprawling governmental railway of Canada, the Canadian National, in the 1920s.

For many years the Sherbrooke Sub and its eastern connection, the Berlin Subdivision, provided a conduit for Canadian wheat exported through the port of Portland. As with many other New England railroads, daily passenger service ended in 1960, though the CN maintained a summer weekend-

Sherbrooke's

Photography by George S. Pitarys

over former Canadian National track

by
George S. Pitarys

only pair of passenger trains between Montreal and Portland until 1965 to accommodate the thousands of French Canadian tourists who traditionally flock to the sparkling sand beaches of southeastern Maine.

Following the Sherbrook Sub

The Sherbrooke Subdivision begins at Island Pond, Vermont, and runs north for 16 miles to the border at Norton, Vermont/ Stanhope, Quebec. This section was owned and maintained by the Emons Industries subsidiary St. Lawrence & Atlantic Railroad before the Dec 1st expansion. Emons also owns the Berlin Subdivision between Island Pond and Portland, Maine. Despite Emons' ownership, CN dispatched and operated the line. CN crews operated the through trains, while any local or work service trains were operated by the St.L&A crews.

From the border, the track continues its northward march through Coaticook and Lennoxville, where the Canadian American main line is crossed on a diamond. The subdivision then angles northwest through its namesake city, Sherbrooke, and the villages of Bromptonville and Windsor, to Richmond, the crew change point. From Richmond, the alignment is due west to Saint Rosalie, at milepost 110.3. At this point, about 35 miles east of Montreal, the line joins the transcontinental main.

Much of the line has a neutral gradient, but significant hills are encountered eastbound at South Durham as it climbs to the peak of the St. Francis River valley, and again between Waterville and Coaticook on the climb out of the Coaticook River valley. The westward "pull" is about eight miles of one percent, from Richmond to South Durham as the line leaves the St. Francis River valley and attain the plain of the St. Lawrence River.

Farming, particularly of the dairy variety, plays an important role in the economy of Quebec's eastern townships. This fact is evidenced by the many classic siloed farms seen everywhere along the Sherbrooke Sub. While milk is no longer a commodity moved by rail, the grain that feeds these milk producers is a noteworthy portion of the local business for the railroad. Feed mills are located at Dixville, Compton and Upton.

Two other staples of any railroad in this part of the world are the paper and lumber

***DESPITE THE PURCHASE OF TEN M420W's,** StL&A-Q is still short on power and continues to lease two or three Canadian National GP9s.With Geep 4031 in charge, westbound local No.510 passes the Sherbrooke station on May 22, 1998.*

Subdivisions

CANADIAN NATIONAL TRAIN No. 394 *is about to pass under Route 55 west of Richmond, Quebec, on February 15, 1997. Although now part of StL&A-Q territory, the scene remains unchanged, as CN locomotives still power all but the locals west of Richmond. CN SD75I 5713 leads the eastbound train.*

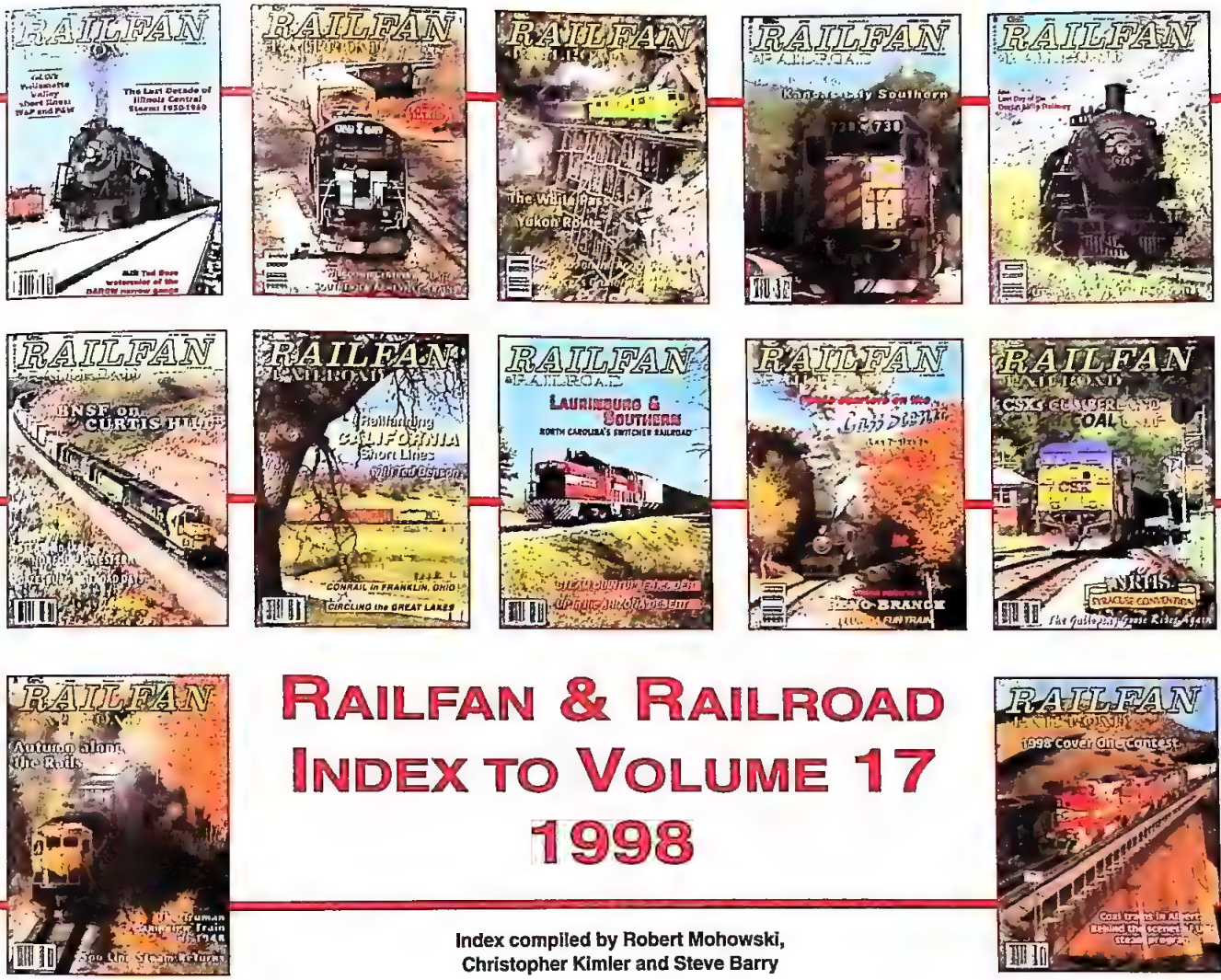
industries, and the Sherbrooke Sub is no exception to the rule. Domtar has a relatively new paper mill two miles up a spur at Windsor and Kruger has a plant at Bromptonville. While these mills perform their own interplant switching, significant inbound materials and outbound finished product are generated for the StL&A-Q. The lumber industry is represented by a re-load facility at Coaticook that receives and distributes inbound loads and also loads and ships cars of native lumber.

Operations

Since steam days, the Sherbrooke has traditionally played host to one daily through freight in each direction between Montreal and Portland. Train times are quite similar under the new operation, though crew change points have changed. In CN days, a Montreal-based crew would run east all the way to Island Pond where they rested and then brought back westbound counterpart No.393. Under StL&A-Q, eastbound No.394 is normally called for 12:30 a.m. at Montreal. The train is handled to Richmond by a CN Montreal-based crew, and arrives unswitched or, in railroad parlance, "souped." Westbound No.393 should be waiting at Richmond, and the CN crew immediately turns back. Meanwhile, No.394 continues on with a StL&A-Q crew, called for 3:00 a.m., which classifies the train into three blocks and heads to Island Pond. The train will drop a Dixville-Compton block at Dixville, and switch the Shur Grain mill at Dixville as required, arriving in Island Pond about 9:30 a.m. and going on rest. Another crew forwards the train on the Berlin Sub to Lewiston Junction, Maine.

On the westbound side, No.393 is due at Island Pond from the Berlin Subdivision at 6:00 p.m. Leaving "the Pond" this train has tonnage for Montreal and west, but will lift westbounds at Dixville, switch the Pelletier lumber reload at Coaticook and Omni Grain at Compton, arrive in Richmond about 11:30 p.m. and classify three blocks of traffic for the CN before the crew goes off duty. The CN Montreal crew that had just arrived on No.394 (theoretically) will then handle the train to Montreal

Relative newcomers to the subdivision, starting in October 1994, are intermodal trains Nos.146 (eastbound) and number 147 (westbound). In a cooperative venture, the state of Maine, the St. Lawrence & Atlantic, and the Canadian National established an intermodal facility at Auburn, Maine. Train No.147 is due out of this facility at 6:00 p.m. Wednesday through Monday, operating to Island Pond and swapping trains with No.146 and returning to Lewiston Junction, Maine. No.146 is normally ordered at Montreal's Turcotte intermodal facility at 10:00 a.m., and can be expected into Richmond about 2:00 p.m. The StL&AQ crew will be ordered for 6:30 p.m. to take No.146 to Island Pond and return with No.147. The layover time at Richmond facilitates the meeting and swapping of trains with the crew off No.147 from Lewiston Junction. Meanwhile, the CN crew goes on rest to be ready for the arrival of No.147. Presently, the CN



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***WESTBOUND INTERMODAL TRAIN No.147** is just cresting the eight mile long one percent grade at Durham Sud, Quebec, on February 15, 1997. The two-unit consist with SD40-2 5358 in the lead is unusual and indicative of a large train on this day.*

power still runs through to Lewiston Junction, as no turning facility is available at Richmond and the train normally operates with a single unit. These trains, via their Montreal connection, provide late second-day delivery to the Chicago area.

Local service on the Sherbrooke Sub is provided by Richmond-based wayfreight No.510, reporting at Richmond at 7:30 a.m. Monday through Saturday. After the crew reports, No.510 will gather its traffic for Upton and run to the feed mill at that location, then return to Richmond and collect the traffic for industries to the east, including cars for interchange with Canadian American at Sherbrooke. Once classified, the train departs east, usually making its set-offs and placements on the eastward leg.

Domtar Paper at Windsor is regularly the first stop, with the mill located up a 2.7-mile spur. No.510 will drop its train, run around the set-off and haul the cars up the spur. At the mill, it will drop the set-off and run around the outbound cars that have been made up by the industrial switcher. After bringing the outbounds back to the main line, these cars are left on the passing track for pickup on the return to Richmond. A similar move is made at the Kruger mill in Bromptonville. At Sherbrooke, No.510 will drop cars for the Canadian American connection; cars from the CAR are picked up on the return trip. No.510's normal working limits would take the train as far east as Waterville, but trips can be made further east if service is required at Compton, Coaticook, or Dixville. Worth noting here is the possibility that, as summer approaches, No.510's time may be adjusted to accommodate the pipe traffic generated by the Sable Island natural gas project. This adjustment occurred under the CN in 1998 and this surge of traffic is anticipated for 1999 season as well.

Locomotion

From dieselization through the early 1970s, power on the Sherbrooke Sub was quite ordinary. Except for a couple of brief periods when CN RS18s ventured east of Richmond, the through jobs often had SD's or big Alco Centuries as far as Richmond. East of Richmond was strictly territory for trios of GP9s. Around 1976 power began running through from Montreal, rather than being swapped out at Richmond, and for a year or so, GP38s were the norm. Then came six or seven years when M420W's were the standard, followed by a stint of GP-40-2W's. Today, the trains between Ste. Rosalie Junction and Richmond, including the intermodal trains, can have anything on the CN roster, and even some things that aren't. Any of the leased units that CN has can appear on these trains, and frequently do.

Once the power swap is made at Richmond, the most likely configuration of power will be M-420W's on Nos.393/394 and local 510. The intermodal train is most likely to draw one of the four GP40-2s on the roster. Coincidental with the purchase of the Sherbrooke Subdivision, the StL&AQ acquired ten CN M-420W's, several of which have been repainted into Emons' yellow and green scheme. These units will not be unfamiliar to the Eastern Townships, as they held these same through jobs almost to exclusivity for several years.

Railfanning the Sherbrooke

The subdivision is all dark (unsignalled) territory with movement by track warrant, called an OCS clearance in Canada. These are issued by the dispatcher in Lewiston Junction, for the territory between Island Pond and Richmond, and by the CN dispatcher in Montreal who still handles the territory west of Richmond. This is generally done by radio, but occasionally over the phone. A scanner is therefore a helpful tool, but herein lies a problem. French is the official language of Quebec, and many conversations are conducted in French. Fortunately, for the non-Francophone, at this time the clearances are given in English east of Richmond, but in French west of Richmond. The *Canadian Trackside Guide* would be an invaluable tool, as it lists all subdivisions in Canada, showing mileages and stations, along with the appropriate radio frequencies, which is 160.965 for the StL&A-Q and 161.415 and 161.305 for the CN dispatcher.

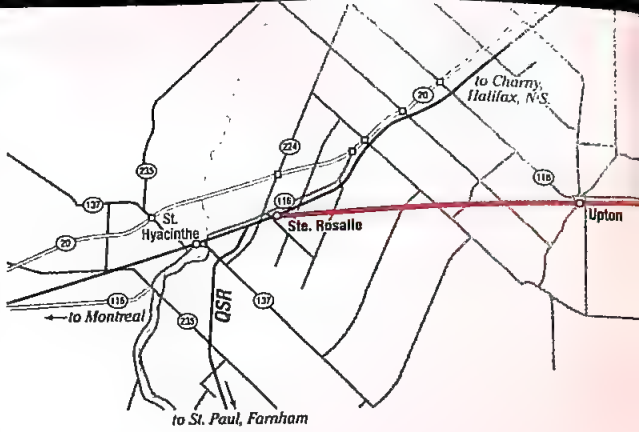
Another essential tool is a good map. I personally use and recommend a brand named *"La Carthoteque"*, Estrie edition. It shows the railroad and roads in great detail, and can be purchased for about $3.00 Canadian in almost any convenience store in the region.

The main roads for following the Sherbrooke are Route 116 between Ste. Rosalie and Richmond, Route 143 between Richmond and Waterville, a series of back roads between Waterville and Coaticook and Route 147 between Coaticook and the U.S. border.

While these roads will stay relatively close to the railroad, use of a good map as described above will permit access to several good shots that are off the main road.

Some noteworthy locations are a westbound passing the restored depot at Actonvale, a train in either direction passing under Route 55 west of Richmond, a westbound crossing the bridge over the St. Francis River at Richmond, a train passing through Windsor in either direction just south of the village and from the Route 143 overpass in Bromptonville in either direction. Most of these shots are easily reached from the main roads.

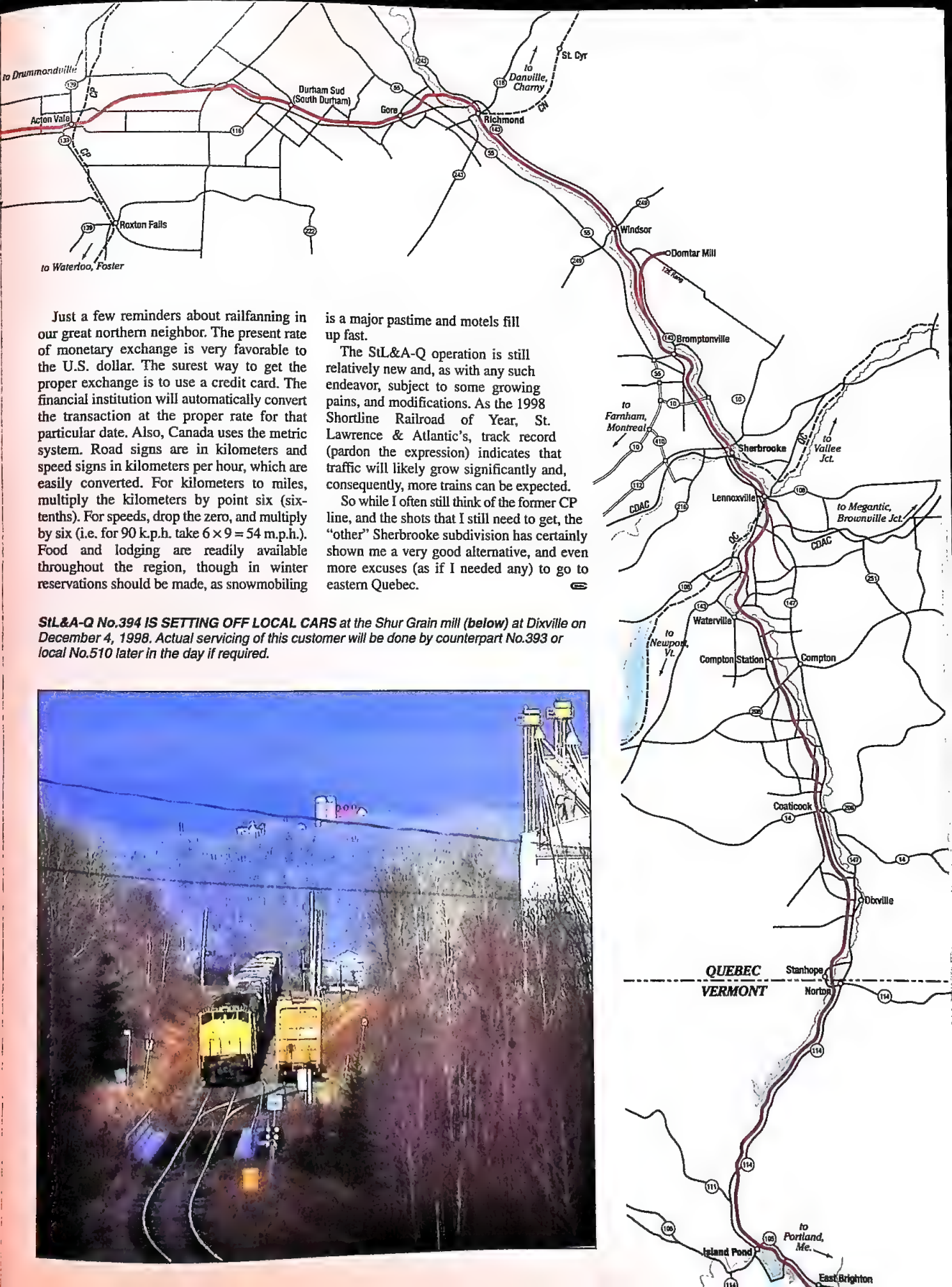
Between Waterville and Coaticook many great shots are available by taking the roads along the upper, westerly side of the Coaticook River valley, rather than Route 147 at the bottom of the valley. These roads are often dirt, but good speed can still be made, and many down-on views of a train can be had with the valley and the many farms which dot the entire area in the background.



On the U.S. side of the border, several locations exist in the Norton area, and also a few miles east of Norton along Route 114, as the train traces the shoreline of Norton lake. The spots along the lake will take a bit of scouting, as many of them initially appear very good, but on closer examination will be rather brushy.

Of course, day to day operations may invalidate the following suggested course of action, but as an initial plan of attack, one might begin with the eastbound through freight No.394 just east of Richmond. Follow this train east as far as desired — to Coaticook, for example — then lap back to Richmond and spend the balance of the day dogging local No.510 or continue west and intercept eastbound intermodal No.146. If one is lucky, in the longer days of the year some work may be done with No.393 in the area between Island Pond and Waterville.

***StL&A-Q RECEIVED AND PAINTED SEVERAL M420s** before its actual takeover of the Sherbrooke Sub on December 1, 1998. On November 27, 1998, the 3569 and mates are at the facility at Lewiston Junction, Maine, **(below)** shortly before powering No.393.*



Just a few reminders about railfanning in our great northern neighbor. The present rate of monetary exchange is very favorable to the U.S. dollar. The surest way to get the proper exchange is to use a credit card. The financial institution will automatically convert the transaction at the proper rate for that particular date. Also, Canada uses the metric system. Road signs are in kilometers and speed signs in kilometers per hour, which are easily converted. For kilometers to miles, multiply the kilometers by point six (six-tenths). For speeds, drop the zero, and multiply by six (i.e. for 90 k.p.h. take $6 \times 9 = 54$ m.p.h.). Food and lodging are readily available throughout the region, though in winter reservations should be made, as snowmobiling is a major pastime and motels fill up fast.

The StL&A-Q operation is still relatively new and, as with any such endeavor, subject to some growing pains, and modifications. As the 1998 Shortline Railroad of Year, St. Lawrence & Atlantic's, track record (pardon the expression) indicates that traffic will likely grow significantly and, consequently, more trains can be expected.

So while I often still think of the former CP line, and the shots that I still need to get, the "other" Sherbrooke subdivision has certainly shown me a very good alternative, and even more excuses (as if I needed any) to go to eastern Quebec.

***StL&A-Q No.394 IS SETTING OFF LOCAL CARS** at the Shur Grain mill **(below)** at Dixville on December 4, 1998. Actual servicing of this customer will be done by counterpart No.393 or local No.510 later in the day if required.*

Battling the Blizzard of '99

by
Bob Gallegos

*THE BLIZZARD OF '99 BURIED THE MIDWEST on January 2nd. The railroads began to dig out the following day, and the photographers weren't far behind. Wisconsin & Southern had a snowplow extra working through Minnesota Junction, Wisconsin, clearing the line. In Brrokfield, Illinois, BNSF SD40-2 6889 was kicking up the snow (**below**).*

ON JANUARY 2, 1999, the world turned white. Or so it seemed if you live anywhere east and north of St. Louis and south of the Twin Cities. The headline in the Milwaukee *Journal* says the storm was the worst in 52 years. Chicago headlines called it the worst blizzard in over 30 years. A strong Alberta Clipper moved in and wrought havoc with railroads across the upper Midwest. On its corporate website, Union Pacific reminded visitors that the storm struck one day after the 50th anniversary of the fierce blizzards that closed down the mainline across Nebraska and Wyoming for seven weeks.

On day one, Milwaukee officially got 15.4 inches of snow. Surrounding areas received as much as 24 inches and Chicago received similar amounts of the white stuff. As railroads realized that they were losing the battle, trains were annulled and only the most basic services operated. Several railroads, including Canadian Pacific and Union Pacific, operated light engine moves just to keep lines open. Since it was the Saturday following a holiday, few locals were on the road and main line traffic was relatively light.

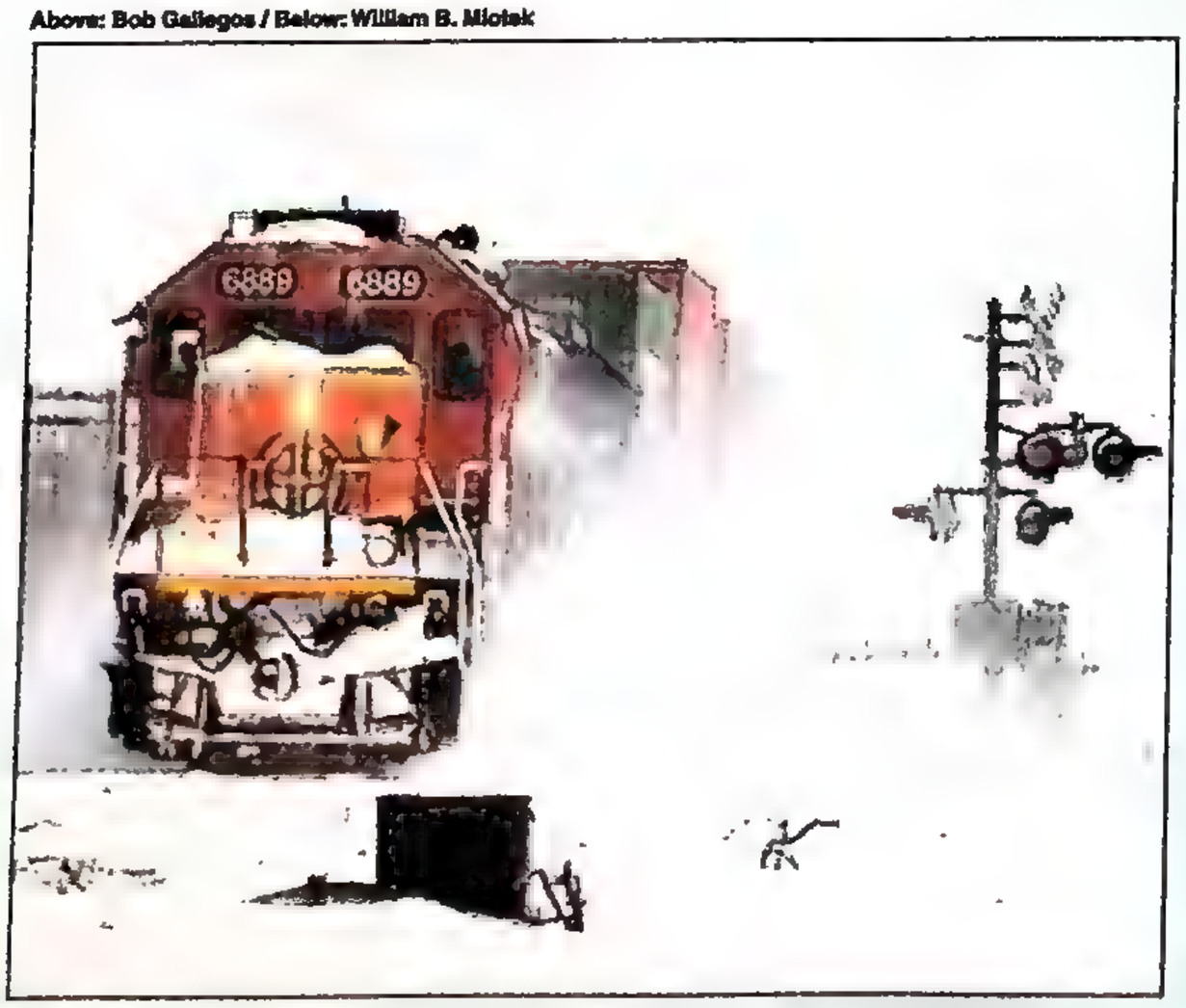
As an aside, the Indiana Harbor Belt tried to keep its yard clear with a jet snow blower. Unfortunately, the machine, which is basically an aircraft jet engine with a blower nozzle, got out of control and took off through the yard until it hit a WC/CN haulage train, reportedly at 60 to 70 miles an hour! The crew was injured and a freight car derailed. This incident slowed down IHB's attempts to clear the yard.

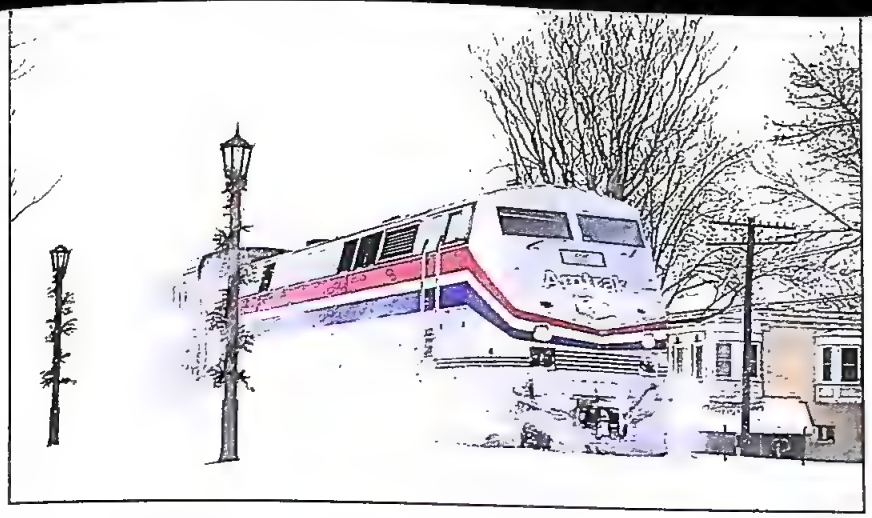
By Sunday, January 3rd, the snow had abated and the fun began. Several railroads operated plow trains including a pair on CSX's ex-Monon mainline in Indiana and a single train on Conrail's line to Streator. Clogged switches, high winds and low visibility slowed traffic on all railroads in the affected areas. Most Class I main lines radiating out of Chicago remained open with major delays.

Monday, January 4th, dawned relatively clear and extremely cold. On Chicagoland railroads, it was a dark day. This was the first business day following the blizzard and Chicago became so snarled that two weeks later it was still a mess. Amtrak schedules to Detroit, Pontiac and Milwaukee were curtailed or annulled. Cold temperatures paralyzed Metra and the Chicago Transit Authority. Two grade crossing accidents on Metra's BNSF line at Downers Grove and another on the UP line at Lombard effectively threw service into a tailspin. Over 100 Metra trains were delayed by accidents or weather problems on Monday.

CTA suffered a severe shortage of cars, and by January 5th over 25 percent of the fleet was out of service with weather related problems. A frost heave on the O'Hare Blue Line knocked the third rail out of alignment, damaging 64 cars before it was discovered. The media attributed the CTA problems to a lack of personnel with blizzard experience. It seems that early

Above: Bob Gallegos / Below: William B. Miotak





AMTRAK's* ILLINOIS ZEPHYR,** *with GE Dash 9-P42B 21 in the lead, was creating its own blizzard as it raced past Stone Avenue in LaGrange, Illinois, on January 3, 1999. The previous day most of Chicagoland was paralyzed by the storm. In the Twin Cities, brutal cold accompanied the snow. Canadian Pacific Railway SD40-2 5749 tried to stay warm in the Soo Line's yard in St. Paul, Minnesota* ***(below).

retirements and buyouts removed many of the employees who dealt with the last bad blizzard in 1979. Others accused CTA President Frank Kruesi of deferred maintenance and paying too much attention to non-maintenance projects like line renumbering. Even the Mayor's office got involved as the week wore on; after all, the politicians and media had to blame the blizzard mess on somebody!

High winds across the Midwest caused the light, powdery snow to drift everywhere. The yards that were buried over the weekend were almost at a standstill by Monday the 4th. Frozen switches, stranded crews, frozen locomotives and signal problems caused traffic to begin backing up. The problems the Wisconsin Central faced were typical of those faced by all the major roads, especially those who use the Belt Railway of Chicago's Clearing Yard or the Indiana Harbor Belt. Here are a few happenings as outlined by WC engineer Ray Weart. The blow-by-blow descriptions are available on George Widener's excellent Unoffical WCL East Division web page at *http://wcleastdiv.railfan.net/news.html.* On the 4th, WC annulled trains east out of Fond du Lac. Trains moving over CSX to Barr Yard on Chicago's northwest side from WC's Schiller Park yard were taking three crews to get there on account of single tracking. Frozen or drifted turnouts were the culprits. CN run-through trains to the IHB and any traffic to BRC at Clearing Yard were not accepted because of stuck trains on the main lines and buried yards.

In fact, this was the story for the next week. Instead of getting better, things got worse. Several days of sub-zero weather, high winds and more snow throughout the Midwest kept everything frozen and buried. Power became scarce as it got trapped in the Windy City and couldn't haul anything out. Congestion in Chicago continued to mount as trains were held as far away as Clinton, Iowa, Superior and LaCrosse, Wisconsin, and Bloomington, Illinois. Conrail had Level-3 weather alerts on the Albany, Dearborn and Indianapolis divisions. Extreme cold wrought havoc on WC ore operations in northern Wisconsin, upper Michigan and Ontario. Air problems plagued WC's fleet of older C&NW ore jennies.

Secondary lines and shortlines began to get dug out. Wisconsin & Southern operated a plow trains on its lines out of Horicon, Wisconsin, and WC used plow-equipped track equipment to clear its line through Plymouth, Wisconsin, and its West Bend subdivision north of Milwaukee.

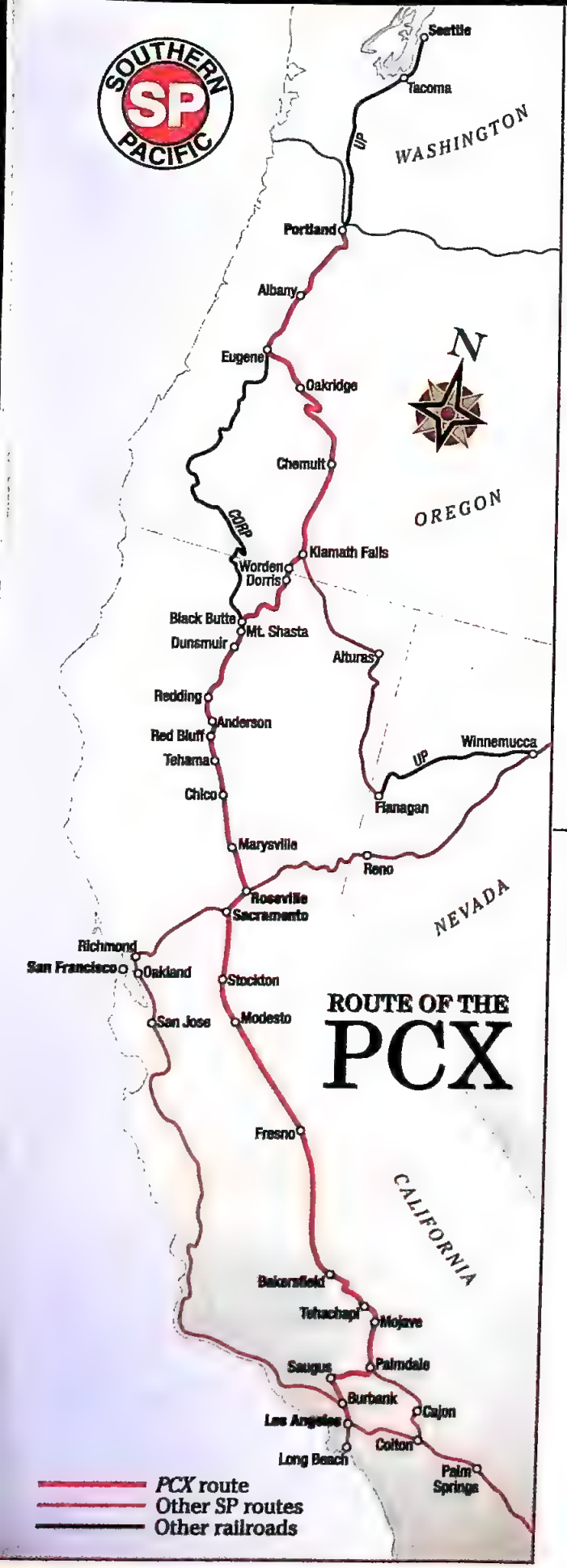
The BRC was especially hard hit, as frozen everything slowed everything up. Hump capacity was down to about 50 per cent of normal. Few trains were accepted and CSX was told to limit interchange to about 600 cars per day. This continued through the next week until BRC stopped accepting anything for 24 hours and "flushed" cars out of the yard. By the 14th things were smoothing out and about 3000 cars were moving through the yard daily.

Other roads diverted traffic around Chicago by using the Twin Cities (WC/UP) for interchange, rerouting traffic (CR intermodals to St. Louis, CPR over WC to Sault Ste. Marie) or pre-blocking traffic to bypass yards (CN at Superior).

Another big snow the week of the 11th plagued the railroads' recovery effort. In Wisconsin, W&S and WC operated some plow trains and traffic diversions continued through the weekend of the 16th. A thaw on the 16th with temps in the 40s ended some problems and rain on Sunday the 17th extinguished more problems. But, with more snow looming as this is written, this winter should make for some interesting shooting! All in all, the Blizzard of '99 will go down in the history books as one of the worst. For railfans, it should go down as one of the most interesting.

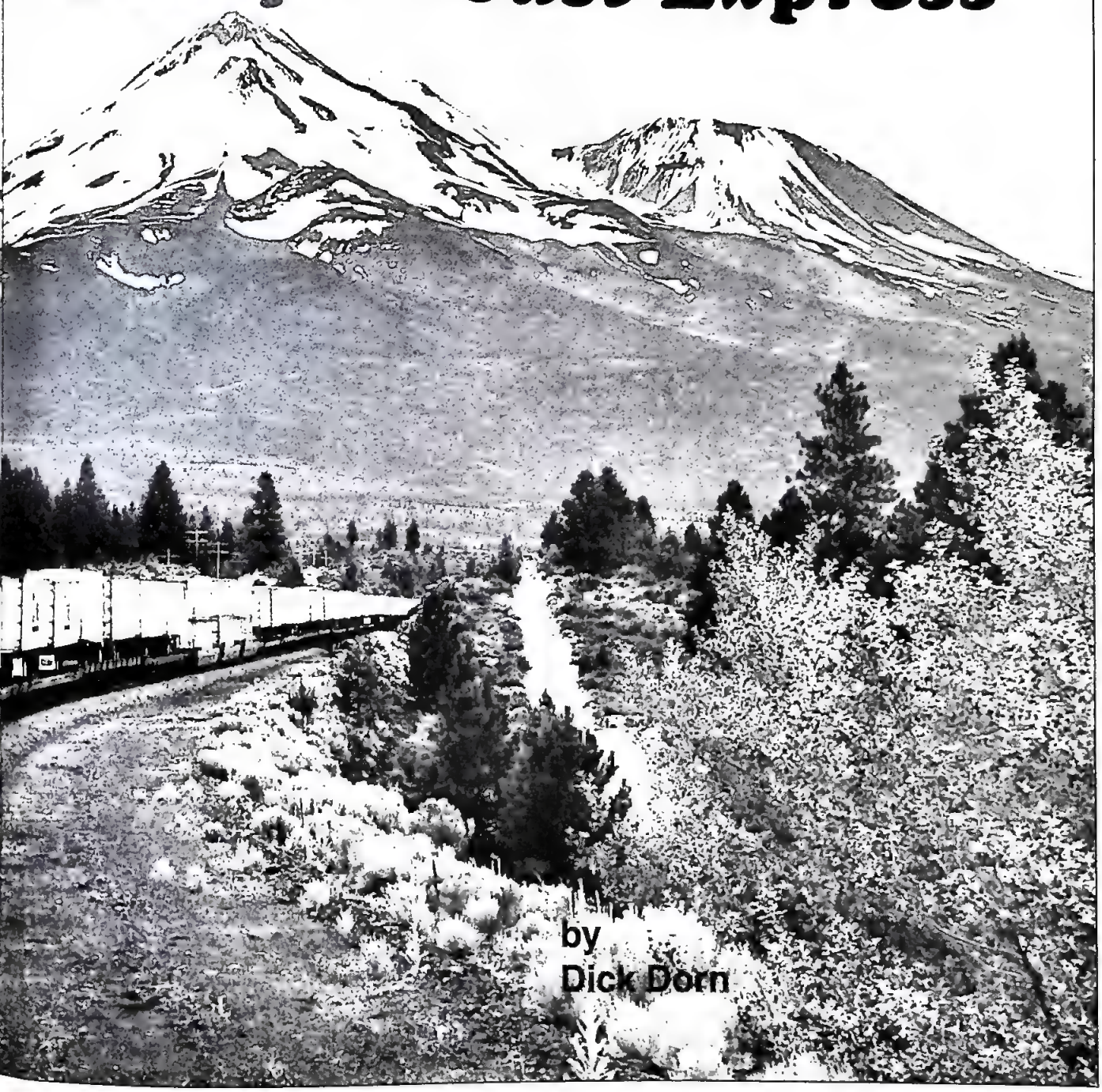
Above: William B. Miotek / Below: Jeff Terry

Riding SP's



WITH THE END OF THE SOUTHERN PACIFIC approaching the western horizon in the summer of 1995, I realized it was time to take action if I wanted to take a cab ride on the SP. What better choice than the *Pacific Coast Express,* SP's hottest west coast train operating between Portland, Oregon, and Los Angeles? There was a good deal of leg work that needed to be taken care of to make all the arrangements for official permission to ride. It all began with a call to Mike Furtney in San Francisco and then to Denver and Wayne Huddleston. A great deal of help was given by Bill Niell in Denver as he was the key element who made arrangements so that I would not have to be accompanied by an official which gave me much more freedom to work with. Permission was finally granted for a round trip from Roseville, California, to Klamath Falls, Oregon.

Pacific Coast Express



by
Dick Dorn

The *Pacific Coast Express* trains were the brain child of SP management in 1991. Initially working with May Trucking Company out of Portland, SP proposed a tri-weekly dedicated train running on a 30 hour schedule between Portland and Los Angeles. The train was very successful from the start and SP soon had other trucking companies interested as the schedules soon expanded to seven days a week. In fact it has been so successful that at times they have run two sections. The *PCX* trains are the priority train on the railroad and no other trains are to delay them except Amtrak. As they approach the seventh year of operation the future looks bright indeed with Union Pacific at the helm.

For my trip, the schedule of the *PCX* trains would mean daylight running in both directions between Roseville and Klamath Falls. The morning of July 23, 1995, I call Roseville Trainmaster Dave Sorenson at 5:30 and he informs me that the LAPCX is called into Roseville just after 8:15 a.m. After stopping by Mr. Sorenson's office to sign the release paper work and pick up my orders, it's over to the yard office to check in. Idling at the yard goat fueling racks are several SD7s and a trio of SD9s brought back to life off the dead line. It's a real tribute to see these "Cadillacs" still turning wheels and hard at work as they enter their fourth decade of SP service.

At the yard office I am introduced to engineer Dexter Tourville and conductor Larry Lucchesi and

***THE* PACIFIC COAST EXPRESS** *races east at the old siding location of Cougar, west of Grass Lake Summit in California on July 23, 1996. Mount Shasta dominates the view over the trailing train.*

***FOUR BIG SD's** lead the LAPCX across the Sacramento River at Cantara Loop. It was here an SP freight derailed, spilling toxic chemicals into the river on July 14, 1991. Five years later, the river is showing signs of life again.*

we head over to the old enginemen's shanty. The LAPCX pulls in on the mainline with the SD45T-2 9364 on the point followed by a pair of SD40s and an SD45. We have 27 loads, no "mtys," 3243 tons and we'll be 4040 feet long. After a quick exchange of information with the incoming crew from Bakersfield, engineer Tourville eases the *PCX* out of Roseville under the watchful eye of the P.O.'s and we're out on the East Valley Line, highballing along at a smooth 65 per. Unfortunately we're not allowed a great deal of 65 mile an hour running as there are numerous 40 m.p.h. slow orders due to the oppressive summer temperatures taking their toll on the track. During the summer months in California's Central Valley when daytime temperatures rise above 95 degrees, SP issues slow orders because of possible kinks. The orders are usually given between the hours of 12:00 noon and 9:00 p.m., although some areas get permanent 24-hour orders due to the heat. Some 105 miles out of Roseville at Tehema we meet our counterpart the PTPCX on the extended siding. It's now shortly after noon and the heat slow order takes effect and we can't exceed 40 m.p.h. on any track as temperatures are already in the upper 90s.

Just past Red Bluff we climb the one percent grade over Hooker Hill with ease and at Redding the local with Rio Grande GP40 3096 and a SP GP60 hold the siding as we fly past. A minute later we cross the spectacular trestle high above the Sacramento River and begin to steadily climb with the four big units muscling into our train as we head toward Shasta Lake. When Shasta Dam was constructed on the Sacramento River in the 1930s SP tracks were relocated out of the river canyon above lake level. To accomplish this, the tracks now traverse nine tunnels and cross the lake no fewer than six times. From the train, I am able to get a first-hand view of this relatively inaccessible area. After leaving Shasta Lake and entering the Sacramento River Canyon we are restricted to 20 miles an hour, which gives me a chance to keep a watchful eye on the river. I spot the silver sides of several large trout, which means the river is making a solid comeback despite the dire predictions of many after the disastrous chemical spill at Cantara Loop a short three years ago. I am reminded once again that the powers of Mother Nature to heal far exceed our predictions and expectations. The scenery along this stretch of river is awe-inspiring

as the tracks hug the river's banks.

As we ease through Dunsmuir yard, seven Central Oregon & Pacific engines are on the point of RVEUM (Roseville-to-Eugene manifest). They are being detoured north to Eugene because they were caught on the west end of a derailment on Siskiyou Summit. At 4:05 p.m. we pull into Dunsmuir station for a crew change, and our new crew of engineer Ron Churchill and conductor Ron Hitchcock are waiting on the platform. Helpers are quietly idling on the house track but there will be no helpers for us today or any day, as the *PCX* trains are heavily powered to make their entire run without the use of helpers. In less than five minutes we are on our way heading to Cantara Loop where we begin the tortuous two percent climb out of the Sacramento River Canyon.

We highball through Black Butte where the Siskiyou Line, leased by Central Oregon & Pacific, interchanges with SP's Shasta Line. Soon we are high above Shasta Valley, climbing the snow-covered flanks of Mount Shasta, cresting the 5073 foot summit at Grass Lake. Engineer Churchill eases our locomotives into dynamic braking for the descent through Penoyer and Kegg and, finally, 65 mile an hour running across Butte Valley. Three hours after leaving Dunsmuir we cross the Oregon border just south of Worden. Our arrival time in Klamath Falls is 7:23 p.m., ten hours and nine minutes after my departure from Roseville. SP's very busy Interstate-5 Corridor route provided us with ten meets of westbound freights, all of which were patiently waiting in the hole.

After enjoying a satisfying Mexican dinner it's time to grab a quick rest as the next morning's PTPCX is scheduled in at 4:45 a.m. The wakeup call at 4:30 comes too early but the train is called in at 5:00 and it's time to get a move on and hustle it over to the yard office. After presenting my letter of authority and orders to conductor Keith Keller, he introduces me to engineer Paul Dalton. At 5:05 there is a rumble outside and the PTPCX comes to

Photography by Dick Dorn

***THE* PACIFIC COAST EXPRESS** *changes crews at Klamath Falls, Oregon in July 1996 (**left**). Given the "hot" nature of this train, pleasantries between the crews are brief. The LAPCX is given enough power to make it through the northern California mountains unassisted, so the helpers at Dunsmuir will wait for another train to push (**below**).*

a stop. It's still dark out and I'm hoping for some kind of delay to give me more daylight for photography. The SP P.O. is taking a close look during the rool-by as we ease down the main. Suddenly he calls us and requests a quick stop. A few moments later two Klamath Falls police cruisers race by our engine followed by another call informing us that they have caught some people who have broken into the trailers behind us.

After considerable delay we finally get a highball shortly after 6:00 a.m., just as the sun makes its first appearance on the eastern horizon. At Dorris, 21 miles out of Klamath Falls, we head into the siding for a meet with Amtrak No.14, the *Coast Starlight*. The WS 66 dispatcher in Denver is right on the money with this meet as there isn't even enough time for me to climb off the power for a shot as No.14 races by. Engineer Dalton quickly throttles up and we're making a steady 65 racing across Butte Valley.

Today's consist has four different locomotive models, with SD40T-2 8248 leading followed by an SD45, SD45T-2 and an SD40 pulling 23 loads, no mtys, 2837 tons and 4539 feet. We're able to make good time on the run to Dunsmuir, and three hours and ten minutes later we arrive to make a quick crew change. Conductor Keller has extracted a lineup out of the computer for me and hands it up as we roll out of the station. As we leave Dunsmuir I exchange pleasantries with our new crew of engineer Phil Carey and conductor Tom Fortna-Hanson.

It's a great morning to motor down the beautiful Sacramento River Canyon and enjoy one of natures' gems. We continue to make good time and are able to get to Tehema by noon when the 40 m.p.h. heat order takes effect. On the way, a frightening situation suddenly arises as we barrel through Cottonwood — two young boys are out on the long bridge over Cottonwood Creek. One makes a run towards the approaching train but doesn't make the end of the bridge before we arrive and has to squat down while the other boy is also down on the deck. We all converse about how scary that must be, a 60 pound youngster crouched down as a train whizzes by at 65. Conductor Fortna-Hanson informs me that kids are out on that bridge regularly during the summer.

Waiting in the hole at Anita, just north of Chico, is the LAPCX. We get a yellow approach for Chico and have to take the siding and run at restricted speed for the Anita Turn Local out of Roseville, which consumes 20 valuable minutes. We question why the dispatcher chose that move. The heat is hitting us hard, as there is no air conditioning in our locomotive.

CHECKING THE MIRROR *on the fireman's side, we see all is well as the* Pacific Coast Express *rolls through Brock, California (**top**). As we glance back in the mirror, engineer Paul Dalton watches the rails ahead (**right**).*

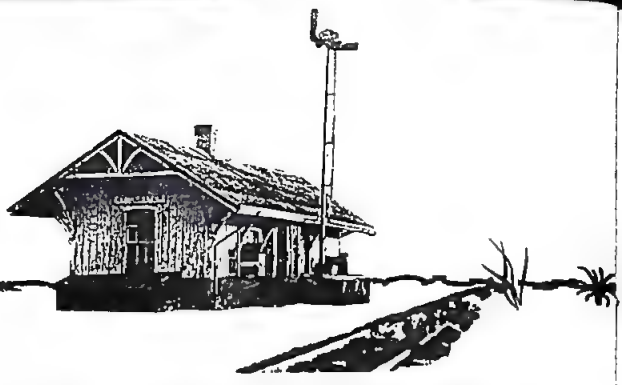
Engineer Carey takes out his mist squirt bottle and begins to cool his head. After flagging several red blocks north of Lincoln, we pull into Roseville at 3:10 p.m., nine hours and ten minutes after our Klamath Falls departure.

On our westbound trip we have met eleven trains plus the *Coast Starlight*. This has been a fast trip for me, as I've covered 646 miles in a little under 30 hours. Southern Pacific has demonstrated clearly why the *Pacific Coast Express* is a viable alternative to Interstate 5 between Portland and Los Angeles. Since the merger, Union Pacific's plans call for a more aggressive marketing program and expansion of the intermodal service on the I-5 corridor. Already UP has expanded the train to an L.A.-to-Seattle run and assigned the hot "Z" train symbol. Despite the rugged topography these trains operate through, they are giving truckers a good run for their money.

This has been a very insightful and informative trip for me, giving me an inside first-hand account of the train crew's view of operating the *PCX*. It is a much different perspective riding in the cab of a locomotive compared with standing trackside. I feel very fortunate to have this experience and would like to thank all the people from the friendly Southern Pacific for making this trip a reality.

***THE REDDING LOCAL** is in the hole for the Pacific Coast Express as the hot intermodal train highballs east (**left**). The competition is raced northbound on Interstate 5 west of O'Brien (**above**).*

BOOK DEPOT



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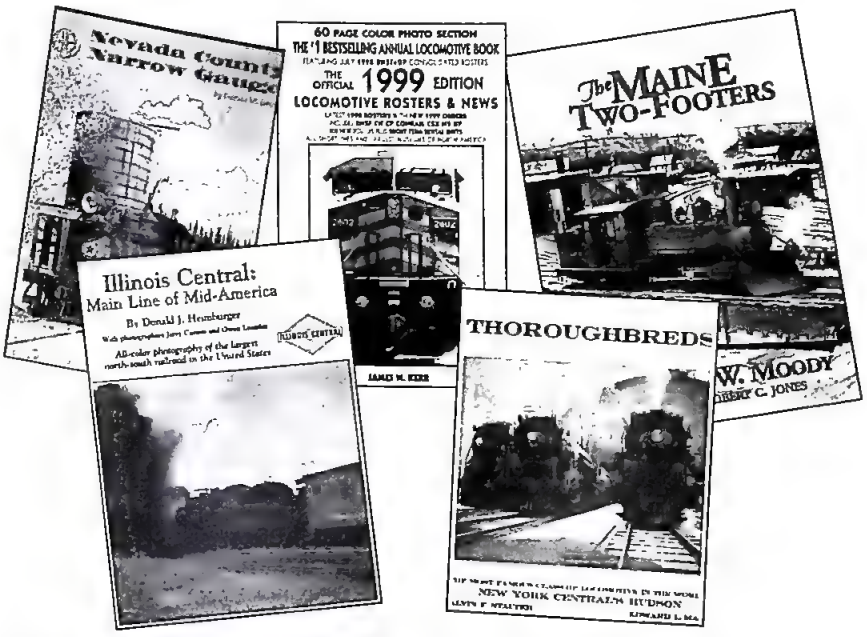

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ON THE MENU

by JAMES D. PORTERFIELD

Doing things right

ITEMS FROM A FAR-FLUNG and growing network of tipsters:

The *Flamingo:* From Ron Hoffman, a Humana, Inc., recruiting executive I work with at school and who may become a rail-fan yet, a recent clip from the Louisville *Courier-Journal* describing an interesting "rebirth" being carrier out by the Kentucky-Indiana Rail Advocates (KIRA) in cooperation with the Kentucky Railroad Museum (KRM).

The *Flamingo,* a train between Cincinnati (with sections, from Detroit and Cleveland) and Miami by way of Louisville, Atlanta and Jacksonville, once operated jointly by the Louisville & Nashville, Central of Georgia, Atlantic Coast Line and Florida East Coast, has been resurrected, in a manner of speaking. As a result, thanks to careful and dedicated work by L&N loyalists among KIRA/KRM members, you can experience something perhaps as close to dinner in the dining car of a named train of the Golden Age as is humanly possible. Let Jon Owens, *Flamingo* Operations Director, tell it: "We've re-activated a portion of the L&N's oldest branch, the Beam-New Hope (Kentucky) Lebanon Branch, built two years before its mainline was completed into Nashville. Our three-hour, 38-mile round trip dinner train boards at the Kentucky Railroad Museum in New Haven, Kentucky, runs south to New Hope, on to Beam, stops briefly at Boston, then returns. It operates every third Saturday of the month."

Want more authenticity? "Roughly half the runs are powered by No.152, an L&N K2 Pacific," says Owens. "Built by Rogers Locomotive Works in 1905, we believe its the oldest operating Pacific in the country." Other runs are handled by either ex-Monon BL2 No.32 or the sole surviving ex-Santa Fe CF7 in warbonnet. The consist includes two coaches (ex-Southern Pacific and ex-Missouri-Kansas-Texas), a dining car (ex-SP off the *Sunset Limited*), and the ex-L&N business car *Kentucky* (a 1926 Pullman Observation, the *Mount Thom,* acquired by the L&N in the late 1940s and converted into a business car). "We seat people the old fashioned way. You ride coach and are called to your seating for dinner in the diner. We can accommodate 80 guests on each run."

And the *coup de grace?* "We've sought out retired L&N chefs to help us plan our menus," Jon Owens says. "With the help of men like 83-year old Sam Travis, and former L&N publicist Charlie Castner, we are offering Kentucky Ham with Red-Eye Gravy, created in 1921 by Superintendent of Dining Cars Clifford Henry, Grilled Pompano a la Royale, the L&N's Gulf Coast Seafood Platter and Barbecued Chicken, made famous by Governor Al Smith when he was on the *Pan American* while running for President." Other L&N items include Roast Turkey with Giblet Gravy, Red Beans and Rice, Peeled Asparagus and two traditional L&N Christmas favorites, Plum Pudding and Pumpkin Pie. (*Note:* Not all items are served on each run. Special needs can be met with proper notice.)

So you ride L&N equipment over a former L&N right-of-way as you enjoy L&N cuisine served in the manner once offered by L&N staff. "We've even adopted the L&N dining car slogan as our motto," says Owens: "*Food and Service in the Diner is always Finer on the L&N Railroad.*" He sold me. I'm booked on the July 17th steam-powered run. Other scheduled steam runs in 1999 are in May, June, September and October (depending, of course, on availability). Current price: $44.95, $54.95 in the *Kentucky.* To learn more, or to make your reservations, call 800/272-0152 or 502/549-5470 or visit *www.trainweb.com/kentuckyrailtaskforce/flamingo* on the internet.

Wisconsin Central China: This story started when Wisconsin Central, Ltd., acquired the Algoma Central. With the acquisition came the business car *Agawa.* Ralph Justin, Executive Director of the National Railroad Museum in Green Bay, Wisconsin, tells what happened next: "The railroad decided to do an extensive updating of this historic car. I suggested to our member Bob Nadrowski, who is the railroad's Vice President, Mechanical, that they finish the job with custom china. He was interested,

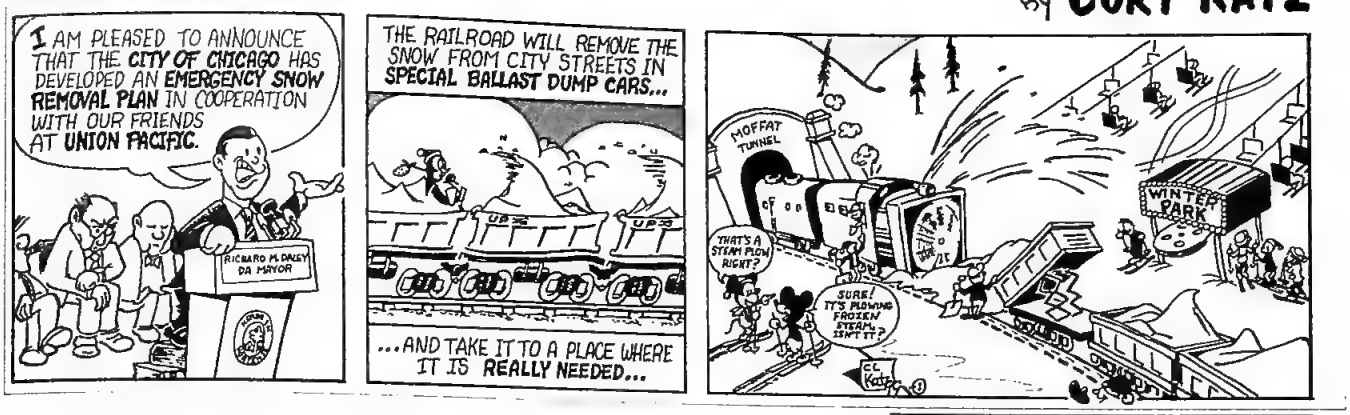
so I put him in touch with Dick Luckin of China Concepts." Luckin created a design that features white china with a gold pin stripe and a red Wisconsin Central logo outlined in gold and with gold lettering. "The railroad's management liked the design. When placing their order, they licensed the logo and limited marketing rights to the china to the National Railroad Museum. We sell it through our gift shop."

The Museum's success echos a point made in this column before: custom limited-run collectible china makes an excellent fund-raising venture. "We exhibited at one

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ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CL Katz

event, TrainFest in Milwaukee in November," says Justin, "where the china was introduced, and sold upwards of 300 individual pieces." A five-piece place setting — dinner plate, large butter dish, small fruit bowl, and cup and saucer — sells for $60.75. An array of other pieces range in price from $8.45 for a napkin ring holder, to $36.95 for a large service platter (all prices are plus shipping). Supplies may be limited as Justin points out the current agreement expires later this year (it could, of course, be renewed). To learn more, call the NRM Gift Shop at 920/437-7623.

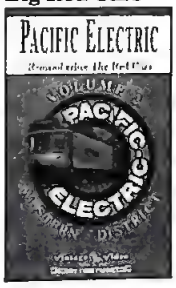
Kansas City Southern: The KCS continues to dress up its impressive *Southern Belle* Business Train. The increasingly busy Dick Luckin recently supplied a custom-design china pattern for the train's pantry. "Everything from the large Charger Plates," said Luckin, "what collectors call Service Platters, to china napkin ring holders." In all, a full complement of 19 different pieces were ordered for the train.

1999 Railroad Conference: The 1999 Railroad Heritage Conference, co-sponsored by Penn State University and the Railroaders Memorial Museum in Altoona, Pennsylvania, will focus this year on railroading in art, literature, and song. Highlights include presentations by artists Ted Rose on "Subject as Art," and J. Craig Thorpe on "Passenger Trains, Art and the National Landscape;" the scholar George H. Douglas, author of *All Aboard: The Railroad in American Life and Rail City,* on "The Railroad in American Literature;" folksong authority Norm Cohen, author of *Long Steel Rail: The Railroad in American Folksong,* on "The Railroad in Folk and Popular Song;" photographer and *Vintage Rails* editor John Gruber on "Photographing Trains;" a special rare-mileage rail excursion on the Everett Railroad and more. The first annual "Railroading in Motion Pictures" film festival will be launched to coincide with the Conference. Three films — *The Harvey Girls, Union Pacific* and *Twentieth Century* — which portray aspects of railroading in American life, will be shown, one each evening, for the enjoyment of Conference attendees and the general public. Rail-themed dinners, of course, will be served each night. The Conference runs from June 17th through the 20th. For additional information on the Conference or the Film Festival, call Donna Harpster at Penn State Altoona at 814/949-5048.

My Good Fortune: My schedule for hosting summer rail tours has been set. On behalf of Holiday Vacations, I'll be onboard the May 21, 1999, departure from Chicago of an eleven-day "Great California Train Adventure." With the *American Orient Express,* I join a seven-day "Great Northwest" tour departing Portland, Oregon, on June 25th. I would enjoy the company of more railfans this year (Holiday Vacations has, for the third consecutive year, won Amtrak's Golden Spike Award for the outstanding contribution they make to promoting rail passenger service). For more information, call Holiday Vacations at 800/826-2266; and the *American Orient Express* at 888/759-3944. Gratefully, not boastfully, I must say after last year, call early. Space is limited and tickets may again go fast.

VIDEOS

Big Red Cars



Pacific Electric Volume Two: Western District from Catenary Video Productions, 22-D Hollywood Avenue, Ho-Ho-Kus, NJ 07423, telephone 800/343-5540, fax 201/652-1973; 60 minutes, $42.50 plus $4.00 for first tape and $1.00 for each additional tape shipping (CA residents add 8.25% tax). VISA/MC accepted.

Catenary Video has released the eagerly awaited Volume Two of its Pacific Electric Trilogy — *The Western District.* The Western District served the northwest and western area of the Los Angeles Basin, with the Northern Division covering the lines north and east of central Los Angeles, and both were much more traditional street running and lightly constructed private right-of-way than Southern District featured in Volume One. If the Southern district was the heart of PE, then the Western and Northern Districts were its soul.

The tape follows the straightforward method that was commenced with Volume One and takes us for tours of each line with an introductory map and descriptions of car types, and the tour is interspersed with

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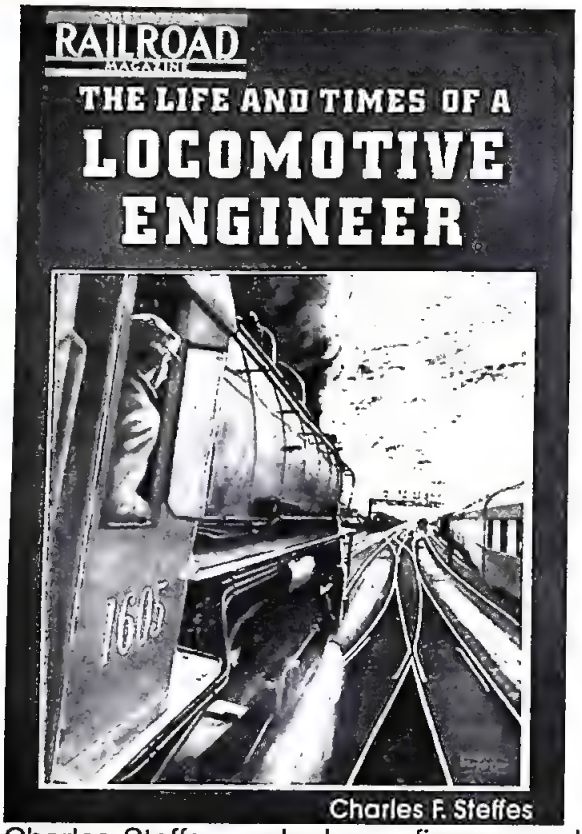

Steffes brings back the glory days of steam railroading in California before, during and after World War II. Attempting to enlist in the Seabees, Steffes discovered that the SP had gotten him an essential war deferment. See what it was like during the hectic war years as traffic grew heavier, and the changes wrought by diesel locomotives.

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Charles Steffes worked as a fireman and locomotive engineer on the Southern Pacific from 1937 until his retirement in 1976. This autobiography provides insight and humor into the period of railroad transition, from vintage steam power to giant, powerful Mallets and first generation diesel power

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views from the front and lineside footage as it goes along. There is the exit from the subway at Glendale Boulevard and three running rail sections in downtown Los Angeles (the Los Angeles Transit Lines trolley system was narrow gauge and three rails were required when they shared streets). The scenic passage of Echo Park is well covered, as is the famous trestle over Fletcher Drive and the modern bridge over the Los Angeles River that was part of the waterway's concrete lining installed in the Depression. A nifty scene captures the northbound GS4-powered *Coast Daylight* crossing the tower-protected diamond of the Pacific Electric on Glendale Boulevard. Cars are shown on Sunset Boulevard as well as at Park Junction, where the subway routed cars joined Sunset to head toward Hollywood and Santa Monica Boulevards. These areas receive excellent coverage and show how well the Pacific Electric fit into the total scene. The private right of way of the Cahuenga Pass, shared then with and now totally occupied by the Hollywood Freeway, is seen both lineside and from the interurban (if only government had had the foresight to accept the Pacific Electric suggestion of tracks in the middle of the Hollywood Freeway). The "Beach Lines" of the Santa Monica Air Line and Venice Short Line and Vineyard, a busy and famous Western Division junction, is well viewed. The Redondo Beach Line, with on-the-beach oceanside footage, receives excellent, albeit brief, coverage.

This tape is an magnificent production. The original footage ranges from good to excellent, with the average tending toward the latter. Film-to-tape transfer is perfect. The narration is professional, and the script exceptionally informative without being excessive. Mapwork is very good and allows one to follow the lines to the various points. The only improvements I could advise would be to superimpose present freeways onto the maps so that today's fan would be better able to relate to specific locations, as many have been obliterated by freeways, and have more mapwork woven into the sections to show specific locations. This is also an excellent look at the total Southland scene of the late 1940s and early 1950s, with the period autos being of special interest, with a plethora of long extinct Hudsons and Studebakers being seen along with products of the "big three" (I was especially moved by a 1949 Ford convertible on Hill Street). This is a "must have" for trolley fans and electric railway enthusiasts, as well as for those who want a taste of the Southland of our youth — *Richard D. Forest, Esq.*

Five western short lines

Great Shortlines West, from Charles Smiley Presents, 18351 Blackhawk Street, Northridge, CA 91326; 90 minutes, $28.50 plus $3.00 shipping (CA res. add 8.25% tax).

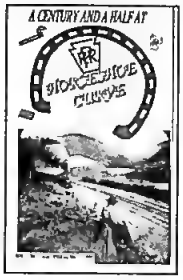
Smiley has put together an informative and fascinating tape with *Great Shortlines West*, a look into the operations of five short line railroads — California's Central California Traction, Yolo Short line and Amador Central; Oregon's Central Oregon & Pacific Railroad and

Texas' Angelina & Neches River Railroad. Each short line receives an adequate analysis complete with present day footage and high-quality, computer-generated maps. Rounding out the coverage of the Central California Traction Company, Amador and Central Oregon & Pacific is good-quality archival footage. In addition, vintage black & white stills are used to illustrate historical points.

Featured locomotives on the five roads include Alcos, Baldwins and EMD's. The narration is relaxed and very informative, a definite plus when it comes to videos. In addition to providing information about the featured road, it also gives the viewer a lesson on the short line industry and what the industry belives is its bright future.

This video definitely maintains the high standard of quality that one has come to expect of Charles Smiley. The camera is tripod-based, the audio is clean and the camera work and cuts and fades are professional. In fact, it's one of the best railroad videos I've seen lately — *C.K.*

Horseshoe Curve sequicentennial



A Century And A Half At Horseshoe Curve, from Revelation Audio-Visuals, P.O. Box 129, Tallmadge, OH 44278; 330-630-9817; 60 minutes, $24.00 (Ohio res. add sales tax); VISA/MC accepted.

Add another good volume to the expansive coverage of Horseshoe Curve. Ranking up there with Tehachapi Loop, the "Curve" is arguably considered required material for anyone who calls them self a serious railfan. Set in the Allegheny Mountains of western Pennsylvania, the Curve has seen the constant passage of heavy trains since Pennsylvania Railroad's chief engineer J. Edgar Thompson designed and oversaw its building in 1854.

Revelation's look at Horseshoe Curve starts out with some vintage footage taken in the Allegheny Portage Canal Museum. This helps show the need for the Curve by demonstrating the difficulty and danger that the original canal and gravity railroad faced in the early 19th century. Moving on to the Curve, a scene of steam in 1917 is the earliest "moving picture" look we get.

The tape proceeds to move along through time, decade by decade, featuring the dominant Pennsylvania Railroad motive power of the era that worked over the Shoe. The 1940s exhibit T1 Duplexes, M1s and other unique Pennsylvania power (I've always loved the lines of the Penn's Bellpaire firboxes). The 1950s show us the transition to diesel power and the twilight of steam with parades of Brunswick Green F-units displacing coal burners. The 1960s introduces second generation motive power and the ill-fated Penn Central. Moving into the 1970s, Amtrak and Conrail appear, which bring with them new faces to the Curve; black fast gives way to blue. The 1980s and 1990s bring forth more change and continuing facelifts on the Curve as the right-of-way shrinks from four tracks to three.

The early footage is pretty good quality color 8mm film (although some of it could have used digital enhancement). One aspect of Revelation's tapes that I greatly enjoy is their use of classical and period music to fill in the audio track. With this tape, one can get a good feel for the ever growing and changing Horseshoe Curve — *C.K.*

See the entire train

Conrail's Spectacular River Line, from Big "E" Productions, PO Box 75, Greenland, NH 03840; 800/832-1228; 103 minutes, $27.95 plus $4.00 shipping. VISA/MC/ Discover accepted.

Big "E" Productions presents a different treatment of Big Blue's line along the Hudson in *Conrail's Spectacular River Line.* Instead of showcasing a series of what Big "E" calls "mindless runbys," each scene shows not only the head end of each train but the entire train as well, from lead locomotive to end-of-train device. With the high traffic density on the former New York Central West Shore Line and the magnificent scenery of the Hudson River Valley, this tape provides an interesting, in-depth study of the area and its rail freight scene. Some of the scenes show an entire train passing without any variation of the camera angle, while other shots display the entire train with differing camera angles. In any event, the entire train is shown each and every time.

The narration is chock full of information about the operation. This is some of the most in-depth narrating that I've heard. Train symbol, origin, destination, routing and just about every other detail that one can imagine is provided. This tape will really give the viewer a meat-and-potatoes feel for the River Line. And with all of the train captured, modelers will also benefit, as camera angles include lineside, overhead (the Bear Mountain Bridge provides a great roost from which to watch the action), across the river, wide-angle, zoomed in . . . you name it, you've got it! There's plenty of Big Blue action in this unexpurgated look at the Hudson River Valley's rail scene — *C.K.*

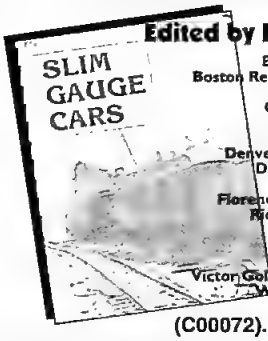
Northern California short line

Northwestern Pacific Volume 1, from Machines of Iron, P.O.Box 2288, Glenora, CA 91740, 888/203-9330; 67 minutes, $19.95 plus $6.00 shipping (CA res. add 8.25% tax). Major credit cards accepted.

This is a great tape on the much awaited return of the Northwestern Pacific to northern California. Featured are green-and-white California Northern locomotives that give way to NWP Black Widow Geeps. Both passenger and freight trains are shown on the beautiful line between Willits and Schellville.

The production quality is excellent. Both video and audio tracks are professional and the narration is superb. And with the recent demise of the NWP, this tape provides an historical document of a colorful, scenic and short-lived short line. If 1998's storms killed the NWP, this tape may be the only way to visit the railroad — *C.K.*

SLIM GAUGE CARS



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December 12th and 13th. Wabash F7A 1189 was at one end of the train (**opposite top**) and Canadian National FPA4 6789 was at the other (**opposite**). Illinois Central operated trips behind GP11s 8729 and 8752 between Ludlow and Gilman on December 12th and Gilman to Kankakee the next day (**below**). And Gateway Western also hosted Santa on December 12th, using GP38s 4097 and 4098 and a pair of cabeese (**bottom**) out of Godfrey.

Mike Reis / Ludlow, Illinois

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Portland light

IN EARLY OCTOBER the Port of Portland Commission approved construction of a light rail line to the Portland International Airport. As part of the project, 120 nearby acres will be developed, a combination public/private undertaking. The port, Tri-Met, the Portland Development Commission and a new company called Cascade Station Development Company are involved. Cascade Station involves Bechtel Enterprises and Trammel Crow Company. Land south of Airport Way between 82nd Avenue and Interstate 205 will be developed by the private company. The development will be called Portland International Center and will be composed of offices, hotels, and commercial space. The $125 million project will not include any federal transit money, but the port is awaiting an okay from the Federal Aviation Administration for the use of passenger ticket fees to pay a share of the rail construction cost. If all goes well, construction will start in spring 1999 and service to the airport will begin toward the end of 2001.

The rail line's route will be from the main MAX light rail line at the Gateway Transit Center, then north along Interstate 205 to port property, and then run west parallel to Airport Way, and eventually to the airport terminal. Tri-Met estimates daily ridership of 7520 trips by the year 2015. It is expected that trips from the airport to downtown will take 37 minutes. Meanwhile, a fracas has developed over whether or not the 18-mile westward extension of the Portland MAX light rail line to Hillsboro has been effective. The Oregon Department of Transportation surveys shows that an overall 4.4% drop in automobile traffic has been found at two locations on the Sunset highway and another location on Oregon Highway 217 since the westside MAX began service. The contention of the negative thinkers is that the effectiveness of light rail is non-existent, and they questions whether there should be positive support for the referendum for the south/north light rail line from Clackamas Town Center to the Kenton neighborhood in north Portland.

MAX is at an all-time high of 60,900 riders each weekday for the last two weeks of September. Weekday boardings on the east-side segment average 37,600 between Portland and Gresham, and 23,300 average daily riders on the westside extension. Thanks to Douglas I. Duncan and Perry G. Duncan for the news.

Baltimore-Washington news

Extension of the Washington Metrorail system's Red Line to Glenmont is big news. The Red Line was the first to open for service in a much truncated version at the very beginning of Metrorail service to the community. Expansion to Glenmont finishes the Red Line.

In Baltimore, $120 million of the new TEA-21 federal funding program is to be used for double-tracking of the Baltimore light rail system. This will allow service to be operated much more frequently — it is now on 17-minute headways — and should significantly upgrade service reliability.

There are additional federal funds for MARC commuter rail service improvements, including a connection between the Camden line and the MARC Penn Line that uses Amtrak's Northeast Corridor. Funds will also be available for the purchase of 50 bi-level coaches along with six electric locomotives. Thanks to Henry Goode and Sidney W. Earle, Jr. for the information.

Bombardier cars for SkyTrain

Vancouver, British Columbia, is about to get additional cars for its excellent SkyTrain automated light rail system. The 60 cars in the order will be used to provide service between Vancouver, Burnaby, Coquitlan and New Westminster. There is an option for 60 additional cars. The first 60 cars will cost $108 million in U.S. funds, and if the additional 60 cars are ordered the total cost will reach $195 million U.S. The SkyTrain technology has been used in Detroit and in Scarborough in the greater Toronto area, as well as Kuala Lumpur in Malaysia. In addition, the Port Authority of New York and New Jersey has decided upon SkyTrain technology for the link between New York's JFK International Airport and the Long Island Rail Road's Jamaica station. Thanks to Francine Durocher Monin for the information.

MARTA and development

The Metropolitan Atlanta Rapid Transit Authority is steadily working on its rapid transit system. MARTA now wants to help plan and build communities in the vicinity of its rail stations, providing places where people can work, live and play. MARTA has identified land around nine stations where it wishes to form public and private partnerships to construct the envisioned mixed-use developments. Stations under consideration are Sandy Springs, Medical Center, Chamblee, Lindbergh, the Abernathy park-and-ride, Ashby, H.E. Homes, Vine City, West End, King Memorial and Kensington.

Work is to begin in spring 1999 near the Lindbergh station in Buckhead. What is planned is a $172 million development of 47 acres. The project would include hotels, office buildings, street-level cafes and shops and apartments.

This will be a really basic switch because many claim that most of the development in Atlanta has tended to favor the vicinity of

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by GEORGE M. SMERK

rail to the airport

highways rather than the MARTA rapid transit line. According to correspondent Neill Herring, the area is asphalt and developer oriented.

Tunnel trouble in Seattle

Some years ago when the trolleybus tunnel was built in downtown Seattle, rail was installed in its floor. The idea was that if Seattle eventually had light rail service, the track would already be ready to use and a great deal of money could be saved. Unfortunately, that's not the way it worked out, as it appears that corners were cut when the rail was installed. The original budget was for $5 million, but an estimate by engineers found that the actual rail work would cost $6.7 million.

The shortcuts that were taken involved eliminating four layers of insulation, as well as joint sealant and epoxy needed to contain stray electrical currents, which can corrode rails and other metals. A spray-on coating was used instead of a heavier rubber membrane needed to contain current and reduce noise and vibration. And, finally, imbedding the rails directly in concrete without an anchoring system is apt to cause serious difficulties. The rails are less flexible and more likely to cause undue wear on the wheels of the light rail cars. Still under debate is whether the tunnel should continue to be used by trolleybuses in addition to light rail. Converting the tunnel to rail would only cost in the range of $33 million to $110 million; fitting it out for dual-mode use could cost $80 to $163 million. Thanks to Leroy W. Demery, Jr., for the information.

Flashes

Maybe it will never happen, but the need for a rail link between Washington's **DULLES INTERNATIONAL AIRPORT** (which is actually in Loudon County, Virginia; it is so far out if feels as if it might be in Wyoming) and the Metro station at West Falls Church is becoming ever more obvious. A new Dulles Corridor Rail Association was formed to promote the rail extension. The participants are afraid that it will take at least ten years to find the finances build the line. It has been discussed for many years, so it's time to move Thanks to Sidney W. Earle, Jr., for the news.

In **PHILADELPHIA**, there have been some changes in the subway surface trolley lines because of construction work. Route 11 trolleys were operating from Juniper Street station only to Island Road and Woodland Avenue several weekends, in order for line crews to work on the trolley wire. Route 34 trolleys operated only from Juniper Street station to the 40th Street portal of the subway for several weekends during track renewal work at 49th and Baltimore avenue. Thanks to William Monaghan for the information.

A new station will be built on the Bergen County commuter rail line in **GARFIELD, NEW JERSEY**, by Nd Transit Corporation. The new station will replace two existing stations that are less than two miles apart. Thanks to Charles Bogart for the news.

The Metropolitan Transit Development Board of the San Diego area has signed a memorandum of understanding with the mayor of Tijuana, Mexico. The San Diego Trolley's management and staff pledged to give technical support to Tijuana so the Mexican city could develop its own **TIJUANA TROLLEY**. The Tijuana Trolley will run southeast from a point adjacent to the San Ysidro border crossing and the southern terminal of the San Diego Trolley.

Clyde Anderson was kind enough to send information about a proposed Omaha Metropolitan Area Transit **"OMAHA HERITAGE TROLLEY."** It is projected to cost about $30 million and is oriented primarily to tourists rather than basic commuter transportation. Federal funding is still pending, but it would include money for street and sewer improvements in two older and neglected parts of the city. The proposed line would serve downtown Omaha with stretches to the south along 10th Street and to the north along 24th Street.

The rehabilitation and upgrading of the **NEWARK CITY SUBWAY** is underway. The line still operates a fleet of vintage PCC cars built originally for the twin cities of Minneapolis and St. Paul. These will be replaced in 2000. Other parts of the project include four new electrical substations, installation of catenary replacing the trolley wire, and a new signal system.

There is now a new carbarn in Lake Oswego, Oregon, for the **WILLAMETTE SHORE TROLLEYS**. It is located near the intersection of State Street and B Avenue in Lake Oswego. By the way, the Oregon Electric Railway Historical Society (PO Box 308, Lake Oswego, OR 97034) is raising funds for its carbarn at the new site at Brooks, Oregon.

It is not open yet, but there was a sneak preview of the **LOS ANGELES MTA's** Hollywood and Vine subway station. It has a Hollywood motif and motion picture film reels line the ceiling of the subway station. May 1999 is the expected opening date of the station to the public. A yellow brick road guides passengers to a movie palace marquee over the entrance to the elevator that leads to the station. Thank Frank R. Bauer for the news.

The good people of **BLACKPOOL, ENGLAND**, are celebrating 100 years of trams to Fleetwood. A tremendous celebration and many vintage vehicles, including trams, were in use. Blackpool is a must see if you visit England. Many thanks to Charles Bogart for the news.

Caltrain passengers now enjoy better service into downtown **SAN FRANCISCO** and beyond. Beginning on August 22, the E line that links the Embarcadero MUNI Metro station with the Caltrain at 4th and King streets was replaced by an extension of the N-Judah line. The N-Judah cars will operate every ten minutes during the middle of the day and every seven minutes at rush hours.

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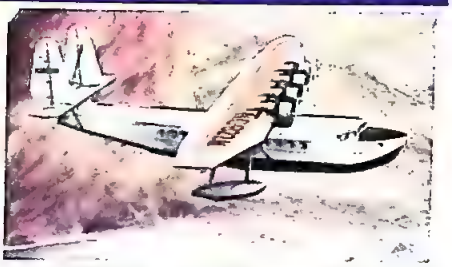

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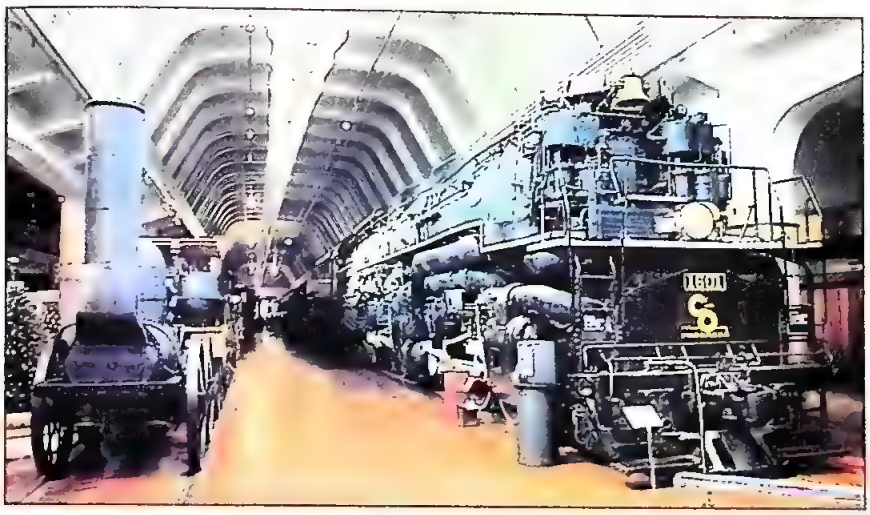
Locomotives indoors



THE KEYS TO SHOOTING LOCOMOTIVES INDOORS are a tripod and natural light spread fairly evenly. Chesapeake & Ohio 2-6-6-6 1601 and the *DeWitt Clinton* share space in the Henry Ford Museum. When shooting indoors, be aware of background elements. A bright column behind the stack of the *Clinton* was used for contrasting the dark locomotive, giving a strong leading line to the photo (below).

"CAPTAIN, THERE BE WHALES here!" Scottie's brogue rippled through my mind as I got my first glimpse of Chesapeake & Ohio 2-6-6-6 1601 crowding the ceiling of the indoor display hall of the Henry Ford Museum in Dearborn, Michigan, last December 30th. The classic line uttered by Chief Engineer Scott upon seeing a pair of blue whales in the transporter tank aboard the Starship *Enterprise* (from *Star Trek IV: The Voyage Home*) pretty well summed up my impression of the massive Allegheny and two tracks of locomotives and equipment line up within the confines of a building otherwise scaled for Model T's and presidential limos. Locomotives were simply never intended to live inside exhibition halls.

But there were some pieces of equipment on those two tracks that I needed for illustrating some future book projects that were simply not available anywhere else. This was not an "official" photo project, as I was working alone and had made no formal arrangements to take pictures and was doing it during normal public viewing hours. During the Grand Opening of the California State Railroad Museum in 1981, I had access to the indoor exhibits after dark and had control of the lights, so with two assistants throwing Number 2 flashbulbs I was able to get absolutely spectacular results. At the Ford Museum, however, my time was limited and my equipment was minimal: an automatic Nikon N8008 loaded with Fuji Velvia, a variety of lenses, a tripod and two small strobe units, one of which was equipped with a photoelectric remote slave sensor. I had never seen the museum itself, so I had no real idea as to whether photos would be possible or not.

Two photos: Jim Boyd

The lighting in the Ford Museum varied from interesting to horrid, with an abundance of the latter. By far the best lighted scene was the "down the hall" shot between the Allegheny and the replica *DeWitt Clinton*. I simply slapped on a 28mm wide angle lens, put the camera on the tripod and twizzled the shutter speed down to about one-fifth of a second, which yielded an f5.6 aperture

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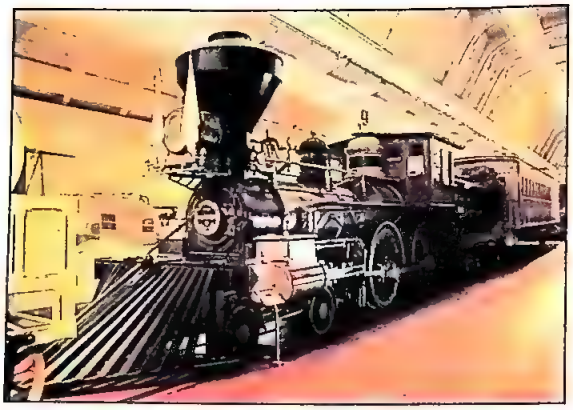


A STROBE-AND-SLAVE COMBINATION was used to provide fill lighting on Atlantic & Gulf No.3 inside the Henry Ford Museum at Greenfield Village. Flash was thrown down the side from the rear of the locomotive to pull the siderods out of the shadows and provide contrast. The same technique was used on Detroit, Toledo & Ironton No.45 (**below**), but low light levels prevented the auto-focus camera from "locking on," producing an out of focus image.

and hit the shutter release button. The results were just fine. On my non-automatic manual Nikon FM2, I would have taken a light reading and set the stop to f5.6 for reasonable depth of field and bracketed the shutter speed about two speeds either side of the indicated light reading. With the automatic camera, I got lazy and just let the "super meter" do its job at f5.6. The result was right on the money.

Working indoors with available light, the conventional technique which I used was to decide what f-stop I wanted and adjust the exposure using the shutter speed. Since everything was sitting still, the duration of the exposure was of little or no consequence. I just had to wait until all the pedestrian traffic got out of the scene, which was not too much of a problem in this first half-hour since the museum had opened for the day. Mid-afternoon would have been a much more difficult time to shoot, since the museum was beginning to fill rapidly as I finished my shooting.

Two pieces I needed most for my work were the *DeWitt Clinton* and Stephenson *Rocket* replicas, which were reasonably well lighted. The *Clinton* was out front and provided the best angles, so I was able to shoot both wide angle and normal lens images. I had to carefully watch background elements, however, to keep lights and clutter to a minimum. The "visibility" of the tall stacks on both the *Clinton* and *Rocket* were very sensitive to their relationship to the round columns that were behind them. Carefully lining up the stacks to contrast with the light variations on the vertical columns could make the stacks jump out of the background or disappear into it. A slight tweaking of the camera position would produce dramatically different results in the appearance of the locomotives in the image.

The further down the hall you went, however, the worse the lighting got. One beautiful tall-drivered DT&I 4-4-2 was almost invisible in the inky darkness. It was crowded behind the Allegheny's tender, but a reasonable wide-angle shot was possible. To penetrate the darkness, I pulled out my two small strobe units. Now, these are "portrait" strobes, which work fine for people shots but are in no way Lumedynes capable of lighting up half a city block. I set the camera shutter speed to give the wide-open f2.8 of the 28mm lens to gain the maximum effect from the strobes.

Knowing that "reflex" lighting would be the most effective — that is "glint" back-lighting — I laid the strobe with the slave photo cell on the steps of an adjacent passenger car on the opposite side of the aisle, with the light pointed back toward the camera and directed at the Atlantic's drivers. Returning to the camera in front of the locomotive, I opened the shutter (about two seconds open time, as I recall) and manually triggered the other strobe into the midst of the 4-4-2, which triggered the remote strobe to shoot back toward the camera. The trick worked, and the resulting slide revealed the rods and white-lined drivers which were nearly invisible when viewing the locomotive in person.

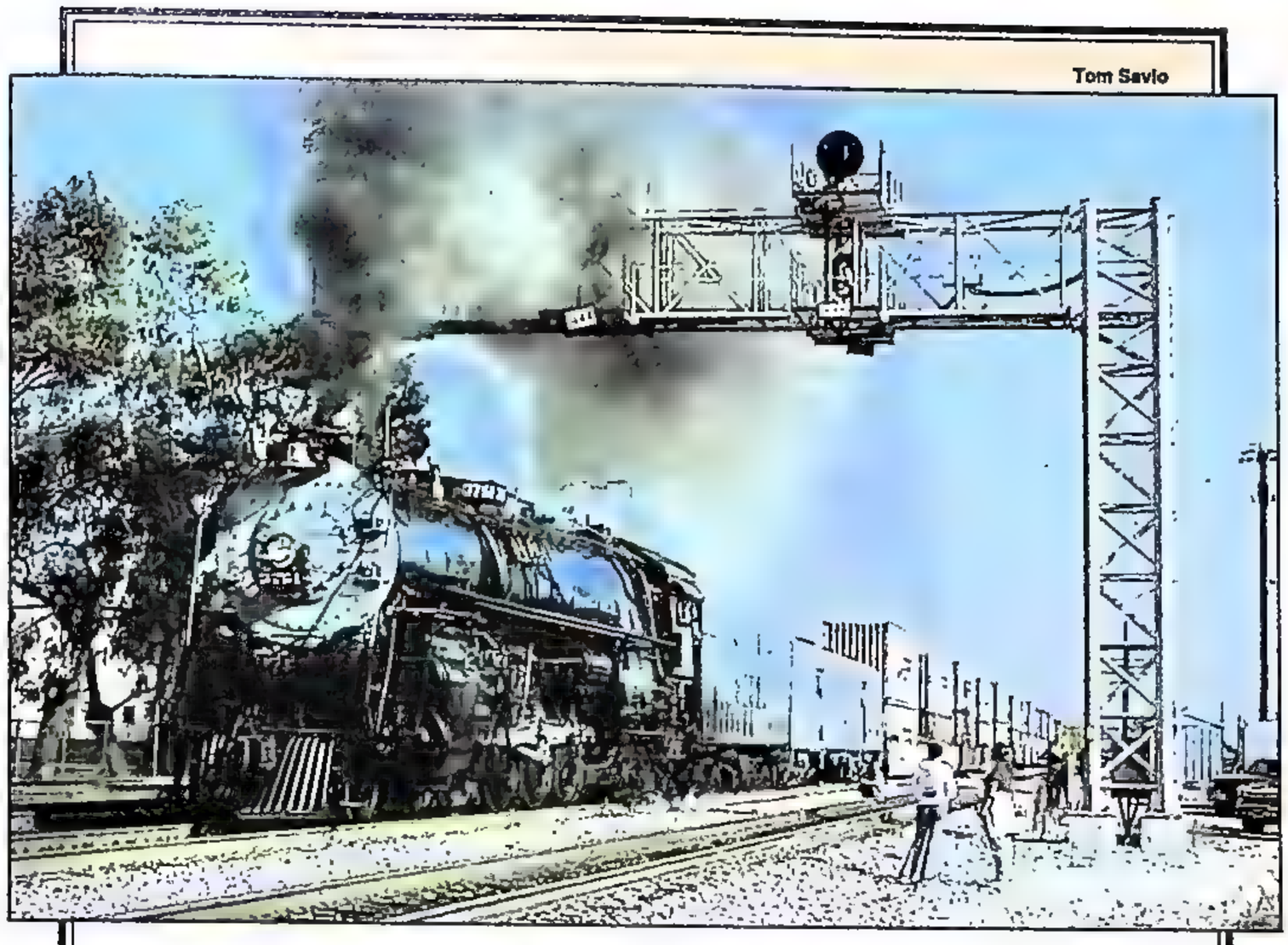
The resulting image had only one problem: It was out of focus. The scene was so dark that the automatic focus had nothing to reference upon and short-focused on the face of the 4-4-2 and end sill of the Allegheny's tender, only a few feet from the lens. The drivers were out of focus, and the photo was almost useless. I'm gonna have to go back with a much bigger strobe or Number 2 flashbulb to get that engine!

Two photos: Jim Boyd

The strobe-and-slave technique worked much better on a slightly better illuminated 4-4-0 and a back-angle shot of the *Rocket*. In some instances, I used the strobe from the camera simply to trigger the remote photo cell unit and not function primarily to light the scene. In addition to the overall "locomotive" shots, I also took a few detail shots, like some link-and-pin couplers and the footplate and cylinders of the *DeWitt Clinton*, both with and without the flash.

Since the lighting in the Ford Museum was a combination of skylight windows (and a sunny day) and a variety of artificial interior lights, the color balance of the resulting photos was all over the barn, but nearly all the photos except for the out-of-focus 4-4-2 were suitable for publication. For a one-hour venture, my trip to the Henry Ford Museum was quite a success.

Mission accomplished. "Beam me up, Scotty."



Stacks with Steam

SANTA FE 4-8-4 3751 raced across the Los Angeles Basin with a BNSF stack train on January 12, 1999. The 1927 Baldwin is owned by the San Bernardino Railway Historical Society and was on its way to its new temporary home at Amtrak's former Santa Fe Redondo Junction Roundhouse, south of Los Angeles Union Passenger Terminal.

The big Northern will return to San Bernardino once the SBRHS museum is built, some years hence. The 4-8-4 blasted through Fullerton, California, with a baggage/tool car and a 48-platform double-stack train with not a diesel in sight (**above**).

Be forewarned, though—Amtrak is very hostile to railfans and the press wishing to see the iron horse in its new stall. But it can be glimpsed from one of the *San Diegans* — TOM SAVIO.

MARKERS

EDITORIAL COMMENTARY

Direction

IT HAS BEEN MY PLEASURE to be at the helm of RAILFAN & RAILROAD for more than a year now and, if you'll permit me, I'd like to pass along a little of my "editorial philosophy" of sorts. Long before I worked for Carstens Publications I was an avid reader of R&R and was always impressed with the balance Jim Boyd brought to the magazine's content during his tenure as editor. Like myself, Jim is interested in a wide variety of topics, from main line steam to today's super railroads to the local short line (although in his "old age" Jim has become a little jaded about today's rail scene, and he never was as enthused about traction as I am). The mix that drew me as a reader is the mix that I'm interested in maintaining as editor.

A magazine, however, needs to reflect the interests of its readers as well. After all, I'd be unemployed (or still working as an accountant) if not for all you folks out there. One of the first things Chris Kimler and I did after Jim retired was conduct a reader survey to find out what you liked and disliked about R&R. The results of that survey didn't surprise us too much. We found that our readers prefer short lines to main lines and diesel to steam. Nonetheless, nothing was overwhelmingly disliked, and the majority seemed to favor keeping the mix just the way it is. (With that I breathe a sigh of relief — I kinda like the magazine's content the way it is). About the only content suggestion made by you was to have less articles on foreign subjects (not counting Canada). I've always felt the American railfan was far more parochial that his/her European counterpart, and the survey seemed to prove that point. The other strong suggestion was to feature more vintage material.

So where are we heading from here? Content-wise, we're going to pretty much stay the course. We know a lot of you are photographers, so a large part of our focus (sorry) will be on articles you can use to get

Inside the Zephyr Pit

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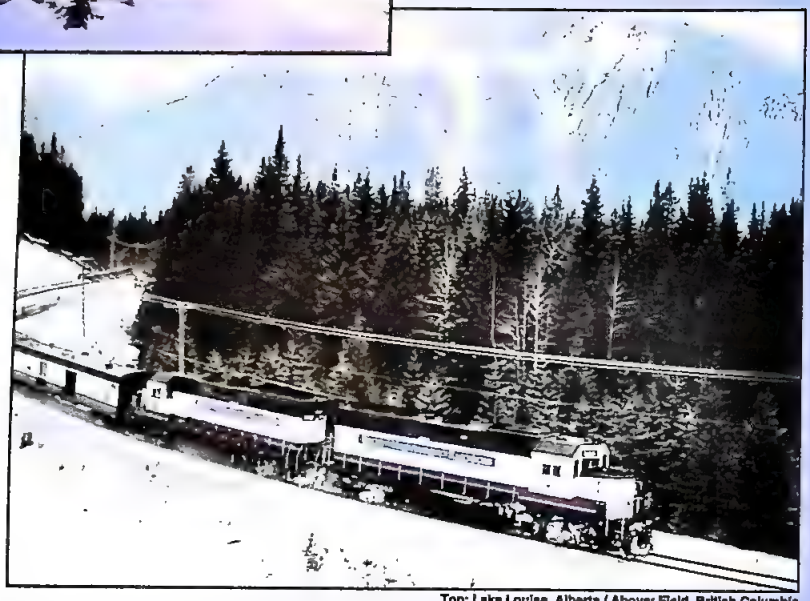
Two photos: Tom Savio, December 15, 1998

ROCKY MOUNTAINEER
WINTER TRIPS



Top: Lake Louise, Alberta / Above: Field, British Columbia

CANADA'S *ROCKY MOUNTAINEER* deluxe cruise train inaugurated winter service in December 1998 with four trips over Canadian Pacific's spectacular Rocky Mountain main line between Calgary, Alberta, and Kamloops, British Columbia, arguably the world's most scenic standard-gauge railway. The train traversed some of the continent's greatest railroad sights—Kicking Horse Pass, Rogers Pass, Stoney Creek Bridge and the Spiral Tunnels. Passengers were treated to the deep snows and huge icicles of the sub-arctic landscape while ensconced in cozy day/nighter coaches or luxurious *Gold Leaf* domes. The tours featured stays at historic railway hotels including Banff Springs, Chateau Lake Louise and intimate Emerald Lake Lodge.

Plenty of skiing, snowshoeing and dog-sledding was available at Banff National park and at Sunpeaks Resort in Kamloops. This railfan, however, preferred the view of CP Rail's big AC's from the bar and dining room of the beautiful Lake Louise Station Restaurant. A motor coach connection was provided between Kamloops and Vancouver, B.C., but I skipped the Greyhound for a lower berth on VIA Rail's superb *Canadian*.

Three trips are planned for December 1999, all the way from Calgary to Vancouver. A trip next winter aboard the *Gold Leaf Dome*, with its fine restaurant and unique open platform can make a millennium experience. However, the train won't run over the actual New Year's holiday because CP Rail is concerned about Y2K's effect on its computers. Book early by calling 800/665-7245 — *TOM SAVIO*.

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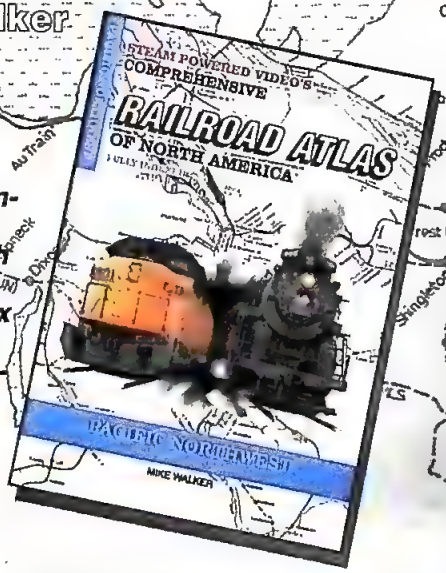

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your own pictures — thus the popularity of the branch line/short line articles. Appearance-wise, we're still growing in that area. But as I've stated in the past, we're not going to sacrifice content for the sake of appearance.

We do need some help, though, in maintaining a balance that the readership likes. We could really use articles on pre-1965 subjects with colorful diesels or (even better) steam with color photos. If you want to get published really fast in R&R, send us a vintage steam piece illustrated with Kodachromes from the 1950s!

The other area where we are lacking coverage is in traction. There are many readers that enjoy streetcars and interurbans, but we seem to get few features in on these topics. We'd like to run one contemporary traction feature each year (after all, traction is making a remarkable comeback all over North America) and one or two golden oldy traction pieces each year.

If you have color material from before 1965 that you'd like to share with your fellow readers but are a little unsure about writing a feature article, there is another way. We would be willing to look at "photo essays" of pre-1965 topics as long as the photos are accompanied by extended captions — a couple of sentences that go a little beyond just the basic facts of the picture.

If you have any story ideas, I'm always available by phone at 973/383-3355 or through e-mail at *steveb@railfan.com*.

Thanks a lot for reading the magazine. I really appreciate all your continuing support.

Steve

NEXT MONTH

RAILFAN & RAILROAD

• THE SKUNK: Take a railroad that has freight and passenger service, delivers mail and has a motor car called the "Skunk" and you have the California Western. Larry Cantrell shows us the past and present of this line.

• STEAM TEAM: In the December '98 R&R we joined the Union Pacific steam crew for a behind-the-scenes look at operating main line steam in the 1990s. Tom Kelcec continues his look at this ongoing program and the members of the team.

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Final Frame

Photo by Bradley McClelland

THE ROCKY MOUNTAINS are beginning to show signs of autumn in Antonito, Colorado, on September 12, 1993. Along the former Denver & Rio Grande Western narrow gauge, a lonely gondola appears to be blending back with nature. But even though the Rio Grande's slim rails were abandoned in the 1960s, this section lives on as the Cumbres & Toltec Scenic Railroad. And for our lonely gondola, when spring returns it will bring the railfans and the photo freight charters and the wheels will roll once again.

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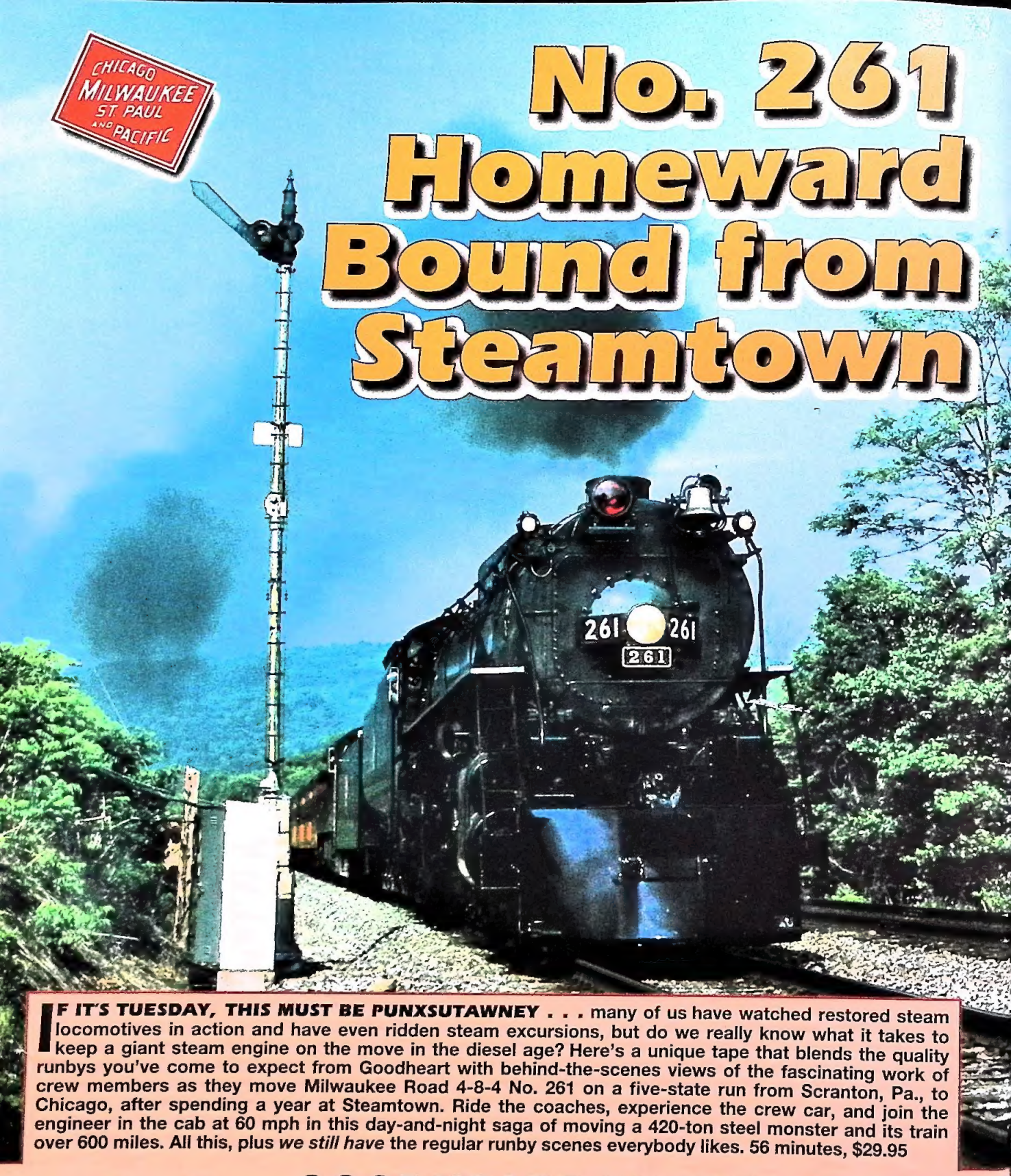

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